





THE NAVAL CHRONICLE.

VOL.

III.



FROM JANUARY TO JULY.

M D C C C.

— *tumida aequora placat,
Collectasque fugat nubes, solenique reducit!*
Æneid. Lib. I. 176.

LONDON.

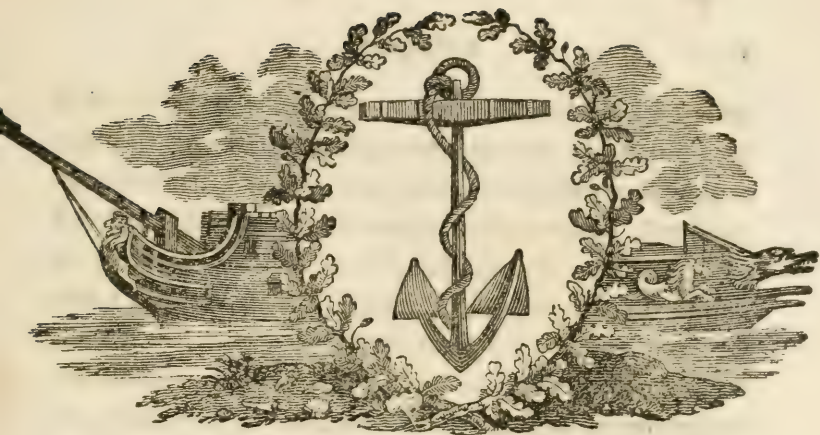
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TO
THE RIGHT HONOURABLE
GEORGE JOHN EARL SPENCER, LL. D.
PRIVY COUNSELLOR
KNIGHT OF THE MOST NOBLE ORDER OF THE GARTER
AN ELDER BROTHER OF THE TRINITY HOUSE
AND FIRST LORD COMMISSIONER OF THE ADMIRALTY
OF GREAT BRITAIN,
&c. &c. &c.

This Work,
COMMENCED UNDER HIS AUSPICES,
CONTINUES, BY HIS PERMISSION,
TO BE INSCRIBED,
WITH GRATEFUL RESPECT.



P R E F A C E

TO THE THIRD VOLUME.

ALL'S WELL ! exclaims the midnight sentinel who marks each succeeding Ship-Bell of the watch ; and the sound, repeated at intervals, proclaims the vigilance and precaution that is continued. Thus, in like manner, it again behoves us to declare that we have not slumbered at our post ; but continue to hail those who have hitherto embarked with us, and taken a part in the anxious fatigue of our labours.

To conduct a periodical work in such a manner as shall offend no one, and to scrutinize its multifarious contents with that attentive delicacy, that may prevent their injuring the professional reputation of any individual ; has often reminded us of the admirable fable of *Æsop*, in which the good-natured old man is at length obliged to destroy the object that caused such a complication of anxiety. Old *Cæolus*, also,

whom Virgil describes as seated on the cavern that contained his storms, struggling to escape, did not require a greater portion of patience, and prudent precaution*, against the various attempts of his inflated subjects, than the Editor of a work, professing to record the biography of living officers; and in some measure endeavouring to abate that asperity which has often prevailed in the Navy, and thus injured the reputation of its brightest ornaments, by distorting, or withholding THE TRUTH.

The Third volume of the Naval Chronicle possesses an additional value in this respect, as we have given a more extensive limit to its Biographical Department. In our life of Rear-Admiral Payne, we brought forward some authentic anecdotes of an officer whose invariable modesty, and singleness of heart, had prevented his real character from being so generally known as it deserved: he who has spent his life in doing good to others, and who invariably has neglected his own interest, deserves to be placed on a due elevation, in this age of Egotism, and Grasping. Our memoir of the late Captain Brodie gave to the public all we could obtain from the first sources respecting that valuable officer. The life of the hero of the Nile was entirely composed from original materials; and must prove of essential service to the future historian of the present eventful period. The fame of the brave Captain Harvey would in some degree have been abated, or forgot amid the general blaze of Naval Glory,

* As Sir Walter Raleigh used to say—" *he that follows Truth too close, will sometimes be struck at with her heels.*"

if the attention of our worthy correspondent had not enabled us to rescue his biography from that oblivion, into which it might have fallen, had it depended solely on the official letters of the day. A life of Sir John Borlase Warren was equally wanted with those of the gallant veterans, the Lords Hood and BRIDPORT, to enable the public to form a correct idea of the most important events during the present war: our readers may rely on the correctness of what we have published respecting the Quiberon expedition, and the fate of the lamented SOMBREUIL. And here we must be allowed to add a few words; lest the Spleen or Envy of some future reader, on perusing our volumes, should accuse us of giving a too favourable account of the officers we have noticed in the progress of our work. The biographical memoirs, from the first, were intended to sooth the angry and calumniating spirit that had so generally prevailed, and often deeply wounded the character of the BRITISH NAVY. If we have contemplated the Corinthian pillars of this Sublime Object with too great veneration; the fault, if it really is one, cannot be reprehended: we have throughout anxiously strove, that the voice of eulogy should be the voice of truth. Characters, indeed, might have been selected, that required a different mode of consideration; but neither our inclination, nor the professed principle of the work, would allow us to toil through the regions of darkness, whilst we “admired the dawn of the morning, and the light of the sun.”

When that indefatigable and learned biographer, the late Dr. Kippis, was accused by Sir Horace

Walpole of having made the *Biographia Britannica* an apology for every one; the former replied, that the life of Sir Robert Walpole should prove it was not*. As the inimitable Sterne observed, “when a sacrifice is resolved on, it is easy to gather sticks from any thicket to make the fire.” Neither the object, nor principle of the *NAVAL CHRONICLE* ever professed such a design.

The preface of a work, whether periodical or not, though placed at the beginning of the volume, is generally the last that is written: we wish, therefore, that the concluding sentence of the third volume of the *Naval Chronicle*, written in Portsmouth Harbour, with *THE SPENCER* lying at her moorings in all her beauty before us, may express an earnest wish, THAT A SHIP THUS NAMED, AND THUS COMMANDED †, MAY PROVE INVINCIBLE!

Nil desperandum, Teucro duce et auspice Teucro.

*On board H. M. S. BRAAKHEL,
Portsmouth Harbour, June 23, 1800.*

* Walpoliana, vol. i. page 73.

† Captain Darby.

ADDENDA.

The **ARETHUSA**, **SERAPIS**, and **TRUSTY**, were built at Bristol, not Liverpool.

We are sorry that our *Cornish Correspondent in the Sans Pareil*, should be displeased with our conclusion of the Biographical Memoir of the Right Hon. Lord Hugh Seymour; but trust, if he again peruses the passage with attention, he will find no cause for censure. The lines objected to were addressed by an old Courtier to his intimate friend—one whom he highly respected.

Communications for this Work, with any corrections or additions to articles already published, are desired to be sent, post paid, directed to Messrs. **BUNNEY and GOLD**, *Shoe-Lane, London.*

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FROM ORIGINAL DESIGNS BY MR. POCOCK.

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The lower Masts of the largest Ships are composed of several pieces united into one body, and joined together, with the shaft, or principal piece, into which the rest are fixed, with their sides or faces close to each other. The whole is secured by several strong hoops of iron, driven on the outside of the mast, where they remain at proper distances.

BIOGRAPHICAL MEMOIR OF REAR-ADMIRAL JOHN WILLETT PAYNE*

HORATIO ! thou art e'en as just a Man,
As e'er my conversation cop'd withal—
Whose blood, and judgment are so well commingled,
That they are not a pipe for Fortune's finger
To sound what Stop she please.—

Hamlet, Prince of Denmark.

THE task of the Biographer becomes particularly difficult when he attempts to delineate the actions, and the mind, of unassuming merit; when he is occupied in rendering more public the existence of virtues, whose delicacy almost eludes his grasp; when Benevolence, that “seeketh not her own,” eagerly conceals the source whence unexpected blessings arise; when a wish to do good, overcomes the vanity that seeks for human praise; when, in a word, every thing that is great and noble, forms a character for men to emulate, and to revere:—we must however attempt the

* Rear-Admiral of the Blue; Auditor of the Dutchy of Cornwall; Vice-Admiral of the Coasts, of Devonshire, and Cornwall; Treasurer of Greenwich Hospital, and one of the Twenty-four Directors.

outline, and leave it to some future writer to give that distinct colouring to the portrait, which may then be added.

Mr. John Willett Payne, the youngest son of the Honourable Mr. Payne * Lieutenant-Governor of the Island of St. Christopher's, was born in that island; and received the early part of his education, as already mentioned in our Memoir † of the Right Honourable Lord Hugh Seymour, at Dr. Brackyn's academy at Greenwich. He continued a short time under the tuition of this gentleman; and having made a greater progress than was expected for a genius so rapid, and volatile, was removed to the Royal Academy at Portsmouth; and there applied with unremitting assiduity to acquire a thorough knowledge of the first elements of science, connected with the profession he had embraced. There was at this time a peculiar archness of character in the young seaman, that gave an original cast to every action; but it proceeded from the opening emanations of a youthful mind; or, as Gray terms it,

“Wild wit, invention ever new.”

Though he eagerly entered on such enterprises as the daring spirit of his marine compeers projected, when

—“bold adventurers disdain
The limits of their little reign,
And unknown regions dare descry”—

he was generally the one to suffer, as an abhorrence of falsehood made him readily confess his own intentions, though no punishment could induce him to criminate his associates: yet even at this giddy season of life, whenever he could secure some moments to himself, the pages of Shake-

* Governor Payne, who was a great favourite of the late Lord Rodney, first married Miss Carlisle, an heiress; whence the valuable estate called *Carlisle*, in the island of Antigua, came to the family. This estate never trades in slaves, but invariably has brought up a sufficient number of blacks, who, being born and bred on the estate, consider it as their country. Governor Payne married a second wife, Miss Galloway, of a very old and respectable Irish family, by whom he had J. W. Payne, Esq.; and we believe two other sons. Sir Ralph Payne, K. B. who in 1795 was created an Irish peer (Lord Lavington), is the eldest son, by the former marriage.

† Vol. II. page 359.

speare were perused with the discernment of a mature taste. Such was our young Midshipman, when, about the close of the year 1769, having remained three years at the academy, he received an Admiralty discharge for the Quebec, 32 guns, Lord Ducie *, to which Ship his Lordship had been appointed. On quitting the Feversham of 44 guns, Mr. Payne sailed in the Quebec to the Leeward Islands; and having experienced in this Ship the first toils and pleasures of a naval life, to which he daily grew more and more attached, he was received on board the Montagu, Rear-Admiral Robert Mann †, who had hoisted the red ensign, as Commander in Chief, on that station.—During the dreadful fire that broke out in the town of St. George, Antigua, on the night of the 27th of December 1771, and before day-light nearly reduced the whole to ashes, the officers and men from the Montague rendered the most essential service: by their exertions, a few buildings in the carenage, near the court and custom-house, were preserved.

Mr. Payne left the Admiral's Ship, on being appointed acting Lieutenant in the Falcon sloop, 18 guns, Captain Cuthbert Bayne; and sailed in her on the Carib expedition to the island of St. Vincent's, in 1772. The windward side of the Island is not inhabited by the original settlers, who were yellow, but by the descendants of a cargo of African slaves belonging to an English vessel, wrecked on the coast: being hospitably received by the yellow Caribs, they overpowered them, and became their sovereigns. France endeavoured, but in vain, to reduce them to a state of subjection. St. Vincent's was long a neutral island; at the peace of

* Francis Reynolds Morton, Lord Ducie, was born on the 28th of March, 1739; was advanced Commander on the 21st of November 1760. On the 12th of April, 1762, was advanced to Post rank, and appointed to the Garland. The Ducies were descended from a family in Normandy. His Lordship in 1785, on succeeding to the title, resigned his rank in the Service.

† Admiral R. Mann, had afterwards the command on the Mediterranean station, with his flag in the Medway. 60 guns. In April, 1779, he was made one of the Lords of the Admiralty; but quitted the board in September, 1780; he died in 1783.

1763, the French agreed, that the right to it should be vested in the English: but, when a proclamation was issued commanding all the inhabitants to come and swear allegiance to his Britannic Majesty, few obeyed; and even those few retracted, being influenced by the threats of the rest.

In consequence of the repeated memorials, petitions, and remonstrances of the planters to Government, who represented these inhabitants as faithless, cruel, and insolent, the above expedition was undertaken; and Colonel Dalrymple, with the pay and rank of a Major-General, was made Commander in Chief of the Forces. After the loss* of a considerable number of men, the Caribs were reduced to obedience; on the 17th of January 1773, a treaty of peace, and friendship, was concluded, by which his Majesty was acknowledged the rightful Sovereign of the island, and domain of St. Vincent's †.

Early in the year (1773) Mr. Payne having completed his time, returned to Europe in the Sea-Horse, Sir T. Paisley, and soon afterwards went as acting Lieutenant on board the Rainbow, 44 guns, Commodore T. Collingwood, then under sailing orders for the Coast of Guinea: the usual circuit of the Coast being made, and the various settlements visited, Mr. Payne next sailed in the Rainbow for Jamaica; and touching at Antigua, the seat of government, went into English Harbour. Mr. Payne's elder brother ‡, Sir Ralph Payne, K. B. was at this time Governor of the Leeward Islands; a station to which he has lately been again appointed. About the commencement of the American

* On Wednesday the tenth of May, 1773, the order of the day was read for taking into further consideration the Expedition to St. Vincent's: it was again resumed on the 12th and 15th; when sharp altercation took place between the Minister, and the promoters of the enquiry. Captain Ross, Colonel Barre, and Mr. T. Townshend, were among the principal speakers.

† St Vincent's in 1779, was taken by the French; but restored to Great Britain by the peace of 1783.

‡ In 1771, the King was pleased to appoint Sir Ralph Payne, K. B. his Majesty's Captain General, and Governor in Chief, over all the Leeward Caribbee Islands in America—Chancellor, Vice-Admiral, and Ordinary of the same.

war, in 1774, Mr. Payne returned in the *Rainbow* to England.

Commodore Sir Peter Parker *, being appointed to a command on the American station, hoisted his broad pendant on board the *Bristol*, 50 guns, then newly launched, towards the close of the year (1775). In this ship Mr. Payne sailed from Portsmouth, as acting Lieutenant, on the 26th of December. On the 12th of February (1776) Sir Peter left Cork with several transports under convoy, containing six regiments, and seven companies of the forty-sixth, under the command of Lord Cornwallis ; to co-operate with the Loyalists in North Carolina. After a long voyage of near three months, occasioned by the lateness of their departure from Great Britain, all the Fleet, except some few Ships, arrived off Cape Fear †, on the third of May.

The whole Squadron having joined by the 1st, or 2d of June, proceeded to Charlestown, and arrived there on the 4th ; General Clinton immediately took possession of Long Island, and encamped the troops upon it. Half a mile from Charlestown Harbour the Americans had constructed a strong fortification on Sullivan's Island ; which, commanding the harbour, General Clinton resolved to attempt the reduction of it. At half past ten o'clock in the morning, of the 28th of June, Sir Peter Parker, in the *Bristol*, made the signal for action to the *Experiment*, 50 guns ; the *Active*, *Solebay*, *Astæon*, and *Syren* frigates ; the *Sphinx* sloop ; the *Thunder*

* Son of Rear-Admiral Christopher Parker, was made Lieutenant of the *Russell*, by Admiral Matthews, in 1743, then Commander in Chief in the Mediterranean. Was advanced to post rank in 1747, and in May appointed to the command of the *Margate* ; and at the beginning of 1749 to the *Lancaster*, a third rate. He received the honour of knighthood, in 1774 ; and afterwards, in 1782, was created a Baronet. On the 28th of April, 1777, he was advanced Rear-Admiral of the Blue. This worthy officer is at present Admiral of the Fleet, to which he succeeded, on the different promotions which took place at the death of Earl Howe.

† An headland in North Carolina, which gives name to a considerable river (*Cape Fear River*) extending into two branches. Of the Cape there runs out a Spit of sand into the sea, for seven leagues due S. and at the end of it, after narrowing to a very small thread, it ends in a large circle of sand a full league in diameter.

bomb, and the Friendship armed ship of 24 guns : at a quarter past eleven all the Ships, having got springs on their cables, began a most tremendous fire on the Fort. Three of the Ships, the *Actæon*, *Syren*, and *Sphynx*, got aground ; the two last however hove off, but the first stuck fast, and was set on fire the succeeding morning, to prevent her falling into the hands of the enemy : the batteries on Long Island now opened, and the ships continued an unremitting fire ; between two and three o'clock, that of the enemy slackened for a short time. A fresh supply of ammunition being procured, the fire was renewed, and did not cease until between nine and ten o'clock. In this action the *Bristol*, and *Experiment* suffered most ; the fire of the enemy being principally directed against them, they were left almost wrecks on the water. Mr. Payne during the whole displayed that cool intrepidity for which he is so much noted ; and considerably recommended himself to the Commodore amid scenes, that would have proved the resolution of even an older seaman. A friendship thus commenced between those two officers, which has since experienced no abatement.

Though the larger Ships had lightened, and those of less draught had advanced as near the Fort as they were able, the landing of the troops was found impracticable. Sir Peter, therefore, after displaying marks of great professional ability, about nine o'clock withdrew the Ships to their former moorings to refit. The army under convoy of the *Solebay* frigate sailed for New York ; and was followed, as soon as possible, by the other Ships.

On the 15th of May 1776, it had been resolved * “to recommend to the various assemblies, and conventions, in the United States of America, where no form of government adequate to the exigencies of affairs had yet been adopted, to establish such a Constitution as should be most conducive to the public welfare, and security.” And, on the fourth of

* History of the Origin, Progress, and Termination of the American War, by C. Stedman, who served under Sir W. Howe, Sir H. Clinton, and the Marquis Cornwallis. Two volumes, 4to. 1794.

July following, America was for ever severed from Great Britain, by a resolution that declared "the Inhabitants of the United Colonies were discharged, and absolved, from all allegiance and obedience, to the King of Great Britain."—Such was the state of affairs in America when the much lamented Admiral Lord Howe arrived from England, as Commander in Chief of the Fleet employed on that station, with his Flag on board the *Eagle* *, 64 guns; a Ship that was purposely equipped for him. His Lordship arrived at Sandy-Hook on the first of July, and thence proceeded to Staten Island. Lord Howe had been appointed to the command of the Fleet †, destined to co-operate with his brother General Howe. Mr. Payne was now removed from the Bristol, and received into the *Eagle*, as Aide-de-Camp to the Admiral.

Lord Howe being convinced that all pacific measures were of no avail, resolved to give a new character to the war. The Provincial forces, after the battle of Long Island, had retreated, and taken shelter in New York: here they employed themselves in erecting batteries to annoy the British shipping. Both armies were divided by the East River (the sound or channel between Long Island, and New York Island); the breadth of which at this part was about 1300 yards. After a long and severe cannonade, it was resolved to make a descent on the island, where New York is situated: accordingly five ships of war moved higher up the river, while, on the 15th of September, several flat-bottomed boats were employed in landing the troops. Though the enemy

* The present Bishop of Meath, Dr. Thomas Lewis O'Beirne, was at this time chaplain of the *Eagle*. Dr. O'Beirne was promoted to the See of Meath in 1795. His Lordship would render a most acceptable service to the Navy, by publishing a complete life of his worthy patron.

† The supplies for the Navy granted this year (1776) amounted to three millions, two hundred and five thousand, five hundred and five pounds; including the ordinary, at four hundred thousand pounds; and the expences of building and repairing Ships, at four hundred and sixty-two thousand, five hundred pounds. In this account, however, neither the sum voted to Greenwich Hospital, nor the million granted at the close of the session for the discharge of the Navy Debt were included.

were in possession of very powerful intrenchments, they were driven from their advantageous situation by the furious cannonade of the five men of war: no attempt being made to defend New York, it was taken possession of by the English. However, on the morning of the 21st of September, a most horrid attempt was made to burn the city, by several persons purposely secreted in the deserted houses. The flames first broke out at some wooden Storehouses, at the southernmost, or windward part of New York: the wind was so strong it was almost impossible to face it, for smoke and flakes of fire. One third of the town was destroyed, before the progress of the fire was stopped. On the subsequent day the Admiral, with that respect for religion which was so visible in his character, attended by many of his officers, went to St- Paul's Church, New York; and heard a sermon*, admirably suited to the awful occasion, preached by Mr. O'Beirne, his chaplain.

During the time that Mr. J. W. Payne acted as Aide-de-Camp to Lord Howe in the Eagle, he was continually detached from the Ship on a variety of important service,

* Mr. O'Beirne chose his text from Jeremiah, xii. 15. We shall add some extracts from the conclusion:—"To what a scene were you witnesses the night before last; when just escaped from the storm, and imagining yourselves arrived at a Port of rest—to awake at the midnight hour, and find your city in flames! to see your all perishing before your eyes, and to know that your destroyers were secretly among you, spreading the ruin, and exulting in the success of the infernal scheme. — Ye saw the brave and generous servants of your King,—that King whom you have so often heard represented as a tyrant who sends forth his fleets and armies to enslave, ravage, destroy—flying to the assistance of their fellow subjects, in the midst of the flames, at the hazard of their lives, exerting every nerve to preserve your dwellings and possessions; and tearing from the hands of the dark incendiaries the instruments they had prepared for your destruction.——Let us, therefore, conclude the service of this Day, when the freedom of your worship is restored to you, by uniting together, with one heart and one voice, to implore the divine favour and protection for our Sovereign Lord, King George; that God would be pleased to give him length of days, and increase of happiness—to prosper all his undertakings for the good of his people, and to bless him with what his actions prove, and his words assert (*Speech from the Throne*) to be the favourite wish of his heart,—the restoration of harmony, and the re-establishment of order and happiness in every part of his dominions."

that demanded considerable address, and a continued presence of mind, to accomplish ;—there is hardly any class of light sailing vessels, which, during this period, he did not occasionally command, in keeping up the communication between the Admiral, and his brother Sir William Howe—in the execution of which he had either some extensive river to explore, some ford to sound, or the devious windings of some creek to examine, during the silence of the night ; surrounded by an enemy rendered desperate from the calamities of intestine war. Lord Howe, who to the latest period of his life considered this officer among the first of that school which he had taken such pains to form, was soon sensible of his diligence, and abilities ; and at an early age, appointed him second Lieutenant of the Brune frigate, 32 guns, Captain James Ferguson *.

The original character of this eccentric, but distinguished officer, was admirably calculated to create that cordial, and hearty attachment, which soon took place between himself and his new Lieutenant : and although we are sorry to

* James Ferguson, Esq. a native of Scotland, was by Lord Colville made acting Lieutenant in the Royal Navy on the 15th of November, 1756, which at length was confirmed. He obtained his Post rank in the year 1763, with the command of the Romney, 50 guns, to which Ship he was appointed on the sixth of June, with Lord Colville's flag on board, who had at this time the command in North America. In 1776 he was appointed to the Brune ; and in the month of April, 1780, distinguished himself, when commanding the Venus, 36 guns, in the action, between Sir G. Rodney, and the Count de Guichen. He was present at the capture of St. Eustatia, in the year 1781 ; was attached to Sir Samuel Hood's squadron, with the command of the Terrible, in the action with the French fleet, off the island of Martinico ; and in the month of September 1782, sailed in the Egmont with Lord Howe's fleet to the relief of Gibraltar.—On the death of Captain Broderick Hartwell he was appointed Lieutenant Governor of Greenwich Hospital. After the paralytic stroke which came upon him in 1786, during a journey to Scotland, and which he always attributed to riding in a coach, he forced himself to London, and hastening to Carleton House, oppressed with irons to support his palsied limbs, he at length reached the apartment of his old lieutenant, then Captain J. W. Payne, exclaiming, *My dear Jock ! I cannot die in peace, unless I once more shake you by the hand. I am therefore come to say thus much, and to leave OLD FERGUSON'S blessing with you. God bless you my dear Lad ! I hope you will live to weather it out better than your old Commander.*—Captain Ferguson died on the 14th of February, 1786.

contradict the authenticity of some ludicrous relations * respecting them, which have long circulated at the festive board, and cheered the gloom of many a cockpit; there were doubtless various incidents of a similar nature, which really happened, and are forgotten. We can now only moralize like Hamlet over the grave of this worthy character—"Alas, poor Yorick! I knew him, a fellow of infinite jest; of most excellent fancy: where be your gibes now? your gambols; your songs; your flashes of merriment, that were wont to set the table in a roar?"

Lord Howe in his dispatches bore very honourable testimony † to the professional merit of Captain Ferguson, and his officers in the Brune: *In my report to their Lordships upon these several transactions, particular notice is due to the Ability testified in the direction and conduct, of many difficult and fatiguing Services which CAPTAIN FERGUSON of the Brune was charged with, preparatory to, and in the progress of the various movements of the army; from the time of the first descent on York Island to this period.*

On the 23d of March, 1777, the Brune, at the opening of the campaign after the severe winter of 1776-77, was detached as convoy to two transports of troops, sent under the command of Colonel Bird on the expedition to Peek's Hill.—Of the tract of land which the enemy possessed, the most mountainous, and of course the most advantageous, was a place that bore the appellation of the Manor of Courland ‡.

* We allude to the excellent story of the ball room; and the French gentleman, whom Captain Ferguson thought he had accosted, and mistook for his Jock Payne—and also to the towing of the spars—all excellent in their way; but like many other good stories, must not be considered as facts. They circulated however on board the Eagle, and often produced an hearty laugh from the Admiral—*How it is*, said Captain Ferguson one day to his officers, *that I never go on board the Admiral's Ship but there is always some d—d good story about Jock and me.*

† When Lord Howe appointed Mr. Payne to the Brune, he was heard to say—“I have placed you under an officer from whom you will derive the greatest advantage; in being formed for that complex service, both by sea, and land, which all Naval Officers ought to be well versed in, since it is a duty they are frequently called on to perform.”

‡ Stedman's History of the American War, vol. i. page 277.

This was in a degree converted into a citadel ; and large quantities of provisions, forage, and stores of every kind, were deposited in it. About fifty miles from New York, up Hudson's River, was a place called Peek's Hill, that served as a Port to Courland Manor ; and by which stores and provisions were received, and conveyed either to the army, or to the numerous strong holds, situated in the more interior parts.

The Commander in Chief being convinced of the importance of this place, determined to open the campaign, by an attack upon it. On the approach of the detachment, a body of between seven and eight hundred men drew up at a distance, under the command of Colonel Macdougall ; with an apparent intention of opposing the British armament : on the nearer approach, however, of the force under Colonel Bird, they retired to a strong pass at about two miles distance ; which commanded the entrance into the mountains, and covered a road that led to some mills and other deposits. Several stores were consumed ; but the destruction was not so considerable as was expected : the largest magazines remaining inaccessible to our forces, through the ruggedness of the country in which they were secured. Having completed the conflagration, as far as was practicable, and destroyed several small craft laden with provisions, the British force returned, under convoy of the Brune, to New York. It appeared that the Commander in Chief had received false intelligence of the situation of Peek's Hill ; which did not contain the quantity of stores, he had been led to expect.

Some time previous to Captain Ferguson's leaving the North American station, for the West Indies, Lieutenant J. W. Payne was appointed to the Phoenix, 40 guns, Captain Sir Hyde Parker * (now Admiral of the Blue), and was on

* Son to the late Admiral Sir Hyde Parker, Bart. who being detached in the Panther by Admiral Cornish, on the fourth of October 1762, with the Argo, Captain King, in search of a Spanish galleon called the Philippina, captured the Santissima Trinidad, from Manilla to Acapulco, equal in magnitude to a British first rate. She was pierced for sixty guns, but when taken only

board on that memorable occasion, when she formed a part of the Fleet under Lord Howe, which gained such an addition of renown to the naval character, and so eminently displayed his Lordship's professional skill, whilst lying in the channel within Sandy Hook off New York, opposing the superior Squadron of D'Estaing * ; who on the afternoon of the 12th of July (1778) had come to anchor off Shrewsbury Inlet, about four miles off the Hook ; having sailed from Toulon with a Fleet of twelve Ships of the line, and six frigates.

A British Fleet thus blocked up, was such a phenomenon, as filled their crews with indignation, and made the naval spirit of our seamen blaze. A thousand volunteers from the transports eagerly offered to assist in manning the Ships : many who had been detained, as necessary for the watch, were found concealed in the boats which conveyed their gallant messmates on board the Fleet. The masters † and

mounted thirteen. The prize was valued at six hundred thousand pounds. Sir Hyde Parker distinguished himself under Sir G. Rodney, April 17, when Rear-Admiral, with his flag in the *Princess Royal* ; and also when his flag was hoisted on board the *Fortitude*, in the gallant action with the Dutch Squadron off the Dogger Bank, August 5, 1781. In the month of October, 1782, this valuable officer sailed with his flag on board the *Cato*, 58 guns, being appointed Commander in Chief of the Fleet in the East Indies. No tidings were ever heard of the Ship after she had left the Cape of Good Hope.—For further particulars of the *Cato*, we refer to the *Naval Anecdotes*.

* Dr. Berkenhout, in his *Continuation of Campbell*, gives the following list of Lord Howe's Fleet :

Eagle	64	{ Vice Admiral Howe.
		{ Captain A. Duncan.
		—— R. Curtis.
Trident	64	{ Commodore Elliott.
		{ Captain A. J. P. Molloy.
Nonsuch	64	—— Griffiths.
St. Albans	64	—— Fitzherbert.
Somerset	64	—— Ourry.
Ardent	64	—— Keppel.
Experiment	50	—— Sir James Wallace.
Isis	50	—— Raynor.
Preston	50	Commodore Hotham.
Phœnix	40	Captain H. Parker.
Roebuck	40	—— Hammond.

The master of a merchantman, named DUNCAN, requested leave to convert his vessel, in which the hopes of his fortune were concentrated, into a fire-ship ; to be conducted by himself :—he was worthy of the name of DUNCAN.

mates of merchantmen shewed equal alacrity ; several serving at the guns with the common sailors, others putting to sea in swift sailing shallops, to alarm such ships as might be approaching, and to watch for the long expected arrival of Byron's reinforcement.

So beloved and respected was Lord Howe, that the same enthusiasm pervaded all ranks : his Lordship without delay placed his Ships in the strongest situation that was possible ; he sounded the several depths within the Channel, in person, and ascertained the different setting of the Currents. His line consisted of the *Isis*, *Eagle*, *Somerset*, *Trident*, *Nonsuch*, and *Ardent* ; with the *Leviathan* store-ship manned by volunteers. On the twenty-first of July, the constant intercourse which the French Squadron had kept up with the shore, was observed to cease. The wind for some time after the Count D'Estaing had come to anchor, was unfavourable to the execution of his supposed intention ; but on the twenty-second it changed to the eastward—the French Fleet were immediately observed getting under weigh ; and every one, with anxious expectation, imagined the long meditated attack would instantly ensue :—but what was their disappointment, and we may add indignation, when the gallant British crews saw D'Estaing, instead of making the least attempt to receive the warm reception they had prepared, ignominiously making sail to the southward.

Before Lord Howe left the American station, Mr. Payne was appointed one of the Lieutenants of the *Eagle* : he however did not accompany his Lordship to Europe, at the close of the year, 1778 ; but having been made second of the *Roe-buck*, 40 guns, Sir Andrew Snape Hammond *, returned with him from America.

No officer has served under a greater variety of characters, or with persons more diametrically opposite to each other, than the object of our present attention : and what is most

* The present Comptroller of the Navy, and uncle to the late Captain Sir A. S. Douglass. A correct life of Sir A. S. Hammond, would prove highly interesting to the public, and would shew naval men, what abilities, and merit may in time effect,

remarkable, he possessed the happy faculty of gaining the esteem and friendship of them all. From the Roebuck, Lieutenant Payne was removed into the Romney, 50 guns, of which he was appointed first, having the broad pendant of Commodore G. Johnstone, to whom the command on the Lisbon station had been given.—The character of the Commodore had certainly its weak parts, which his enemies have sedulously exerted themselves to make known. Yet after all the abuse which has been heaped upon him, professional men will still acknowledge his merit, and respect parts of his conduct. No man possessed more of what has been termed the *impiger, iracundus, inexorabilis, acer* of human nature than himself; but he was also an affectionate, and firm friend. His attack on Lord Howe was ill-judged, and improper; but his zeal for the Service, and his continued attention to those whom he wished to advance in it, should not be disregarded. He had indeed too much of the imperious asperity of a Wolsey, but he also possessed the Cardinal's unalterable attachment to those friends, whose adoption he had tried. His great and leading fault consisted in having a mind that was actuated by the ancient principles of heroism:—*O Oscar *! bend the strong in arm: but spare the feeble hand. Be thou a stream of many Tides, against The Foes of thy people; but like the gale that moves the grass to those who ask thine aid.*

With this officer, Lieutenant Payne prepared to embark at the close of the year (1779). The Romney was at this time lying at anchor in Torbay, having returned from a cruise in the Channel, under the command of Sir Charles Hardy. It was late in the day before the wind allowed the Squadron under Commodore Johnstone to sail. When the night was considerably advanced, the Commodore demanded of his First Lieutenant if all the boats were in; and being informed that they were, seemed displeased, and rather sharply ordered one to be hoisted out.

* Fingal, book iii. page 44, 4to. ed.

The Commodore's orders were obeyed: but what was the surprise of his lieutenant when he was thus addressed:—"I am desired to advance you Commander, as soon as I have lost the Admiral's light—can you see it?"—No light could be discerned!—"Go then, Sir, immediately on board the *Cormorant*, and call up Roddam Home; tell him he is appointed to the *Romney*, and that you are to command the *Cormorant*. Hasten! the wind may come about before morning, and force us back into Torbay; and you both may wait many years for your promotion."—Lieutenant Payne obeyed, and was thus advanced to the rank of Commander.

Before Mr. Payne left the *Romney*, he had been much struck with the character of the Commodore's Secretary, who was no other than the neglected, but elegant translator of the *Lusiad*, William Julius Mickle: that beautiful epic poem of Commerce, which the unfortunate Camoens composed with all the sublimity of the ancient masters.—Captain Payne appointed Mr. Simon Millar, who had been Master of the *Romney*, his First Lieutenant; and was thus instrumental in bringing forward an officer, who has proved himself in every respect worthy of the rank * he has since attained.

During their passage to Lisbon, they fell in with the *Santa Margaretta*, a fine Spanish frigate, which was captured after a feeble resistance. Among the prizes taken by the Squadron, was the *Artois*, 40 guns, 460 men, then esteemed the finest frigate †, which had ever been constructed.

* Now Post Captain in the Royal Navy.

† Commodore Johnstone in his Gazette Letter, dated on board the *Romney*, in the *Tagus*, July 15, 1780—"The *Artois* was taken the 1st of July off Cape Finisterre, after a sharp and well continued action of forty-five minutes, which does honour to Captain Home, and the Ship's company under his command. The *Romney* had two men wounded; the *Artois* had twenty killed, and forty wounded. The *Artois* is by far the finest frigate I ever saw, carrying twenty-four, eighteen, and nine pounders: she is quite new, and bigger than the *Romney* in all her dimensions, and is furnished with superabundance of all kinds of stores. She was fitted out by the province of Artois, and supplied with officers, and men, by the King of France: and these were in the receipt of pay, both from the King and the County of Artois. She was

Captain Payne who particularly distinguished himself during the occasional cruises on which the Ships * were sent, was advanced to Post rank, with the command of this Ship, on the 8th of July, 1780; and had soon an opportunity of supporting the insulted honour of the British flag, in a manner that received his Majesty's approbation. As the particulars of this event, are of considerable importance to the naval history of the last war; had nearly involved the nation in one with Portugal, and are but little known, we shall now proceed to their detail, having only glanced † at them before.

On the seventeenth day of August, 1780, the following declaration was made at Lisbon before DIEGO IGNACIO DE PINA MANIQUE, of her Majesty's Council, Intendant General of the Police, and Superintendent General of the contraband and unlawful abatement of the Royal Duties,—by *Nicolao Ribeiro*, a seaman, who worked in one of the boats belonging to the Quay of Belem; *Joze Antonio*, another seaman, who had lately arrived in a vessel from France, called *Nostra Senora de Belem*; and *Manuel Joze*, who was also a seafaring man—having first taken their oaths that they would declare, who had engaged them to enter on board of foreign Ships; if any violence

commanded by a respectable experienced officer in the King's Navy, Mons. Le Febre, who had retired to his estate, which is considerable; but upon being unanimously recommended by the County to this command, he had accepted of it; and now served without any pay, or emolument whatsoever: so that the eyes of the Public in France were very much turned upon the success of this Ship; being of a new construction, and a new kind of establishment, which was calculated to induce other Counties to follow the example of Artois."—A Ship of this name, with 38 guns, was built at Wells's Yard, Rotherhithe, and launched in 1794: commanded first by Lord C. Fitzgerald, and afterwards by Captain Sir E. Neagle. She was lost on the coast of France, July 31, 1797.

* *Commodore Johnstone's Squadron, on the coast of Portugal in 1780.*

Romney	50	{ Commodore G. Johnstone.
Æolus	32	{ Captain Roddam Home.
Tartar	28	—— Christopher Atkins.
Brilliant	28	—— A. Græme.
Cormorant	18	—— J. Ford.
Rattlesnake	12	—— J. W. Payne.
		—— J. M'Laurin.

The Romney took off Vigo, on the sixth of July, after a chase of five hours, the Pearl, a French frigate of 18 guns, and 128 men, commanded by the Chevalier de Breignon.

† Vol. II. page 209.

had there been offered them; and whether, to their knowledge, any of their countrymen continued in the service of the said Ships.

Nicolao Ribeiro deposed,—that being on shore on the Quay of Belem on the sixteenth; at four o'clock in the afternoon, he was addressed in Portuguese by an Englishman, whom he knew by sight, and had heard called a linguist, who was also frequently engaged in procuring Portuguese to serve on board Ships of their own nation. He asked the deponent to go in his boat, and assist a boy in rowing on board his Ship, a prize taken from the French, and called the Little Frigate—that he should be paid for his trouble, and sent back. The deponent, thus persuaded, went into the Englishman's boat; and being arrived on board the frigate demanded permission to return: which was no sooner heard by the Captain of her, than he ordered the deponent to go between decks, to his hammock; which was thrice repeated, with threats that if he did not obey he should be put in irons. Finding himself thus situated, the deponent jumped into the sea, and swam to a Danish vessel that lay near, loading salt: the Englishman on board the frigate had a blunderbuss in his hand, which however he did not think proper to fire—From the Danish vessel the deponent went on shore without delay, and immediately laid the whole transaction before the Most Illustrious, and Most Excellent MARTINHO DE MELLO E CASTRO, Secretary of State for the Marine Department. On board the same English Ship were the above-mentioned *Joze Antonio*, and *Manvel Joze*, with several other Portuguese, who altogether might amount to eighteen, or nineteen persons.

Manvel Joze deposed,—that about seventeen days past, he was engaged by one Antonio a seaman, and native of The Islands (who had sailed to and from Brazil), to enter on board the said English frigate; he was to have received a New Crown for every day and night—and if he chose to continue in the English service, on board the said Ship, he should receive four guineas per month. The deponent being persuaded by this Antonio, who had long been accustomed to such transactions, went on board: having obtained leave from the Captain, he this day (August 17) came on shore: as yet, they have never paid him any thing. It was not the deponent's intention to sail with the English, though many of the Portuguese on board wished it: he believed there were about nineteen in the above frigate.

Joze Antonio deposed,—that he was engaged to enter on board the English Ship by the same Antonio, with another sailor called *Domingos Antonio*; he was to receive a New Crown for every day and night. He continued doing his duty on board until the present day;

when going with the boat to the shore, he ran away, leaving Domingos on board, with about eighteen more of his countrymen. —The deponent did not know for certain of any Portuguese being on board other foreign Ships; he only heard it reported that several Portuguese were on board another large English frigate, which also was a prize taken from the French.

The above declarations being heard by the said Intendant General of the Police, he ordered the present Form to be drawn up, which he signed, together with the deponents: and I pledge my faith to have passed the contents with truth: and I MANVELL JOZE DE MORAES both wrote, and signed it.—*Rubric of the Dezembargador Intendant General of the Police.*

Having received an order from the Secretary of State for the Marine Department, DON DIEGO IGNACIO attempted to search the English Ships in a most unprecedented manner: and afterwards transmitted the following letter to the Secretary DE MELLO:

MOST ILLUSTRIOUS, AND MOST EXCELLENT SIR,

In obedience to the commands your Excellency yesterday issued, I sent on board the prizes, which the English had taken from the French, and fitted out in this river, viz. the *Pearl*, *Artois*, and *Tartar*, the Dezembargador Auditor of the Marine, GUILHERME BATISTA GARVO, and the Juis de Crime da Ribeira, DOMINGOS MONTEIRO DE ALBUQUERQUE: assisted by fifty soldiers to rescue the Portuguese, who were said to be on board the above vessels—(as was lately done, when thirty-seven Portuguese were rescued, the major part of whom were carried on board by force, as I have already informed your Excellency). On the arrival of the above ministers of justice alongside the Ship *Pearl* commanded by Captain William White;—the same officer, who was on board when the former visit was made, ordered several of his crew, with cannon balls in their hands, to declare that the boats should retire—nor would they consent that the Ministers of Justice should come on board and examine the Ship, to take out the Portuguese; adding, that if they attempted it they would immediately sink the boats. Similar conduct was also followed by the officers of the Ship *Artois*, of which John Willett Payne is Captain. The whole of this is proved in a better manner, by the relation which the above Ministers made; wherein the whole transaction is described, and the certainty of there being many Portuguese on board the *Pearl*; which has been asserted by men in other vessels of the same nation. This I lay before your Excellency, that it may be

presented to HER MAJESTY; and the violence be made known, which this officer has practised, as well as his continuing to receive on board his Ship Portuguese subjects; compelling some, and tempting others by promises of great advantage.

Lisbon, September 3, 1780.

DIEGO IGNACIO DA PINA MANIQUE.

Intendant General of the Police.

The following is the relation of the visit made on board the *Artois* and *Pearl*, to which the Intendant General alludes :

“ In the year of our Lord Jesus Christ, one thousand, seven hundred, and eighty, on the third day of September of the said year, in the city of Lisbon, by order of Her Most Faithful Majesty, whom, God preserve—the *Dezembargador Intendant General of the Police* of this Court, and Kingdom, delegated the Doctors *GUILHERME BAPTISTA GARVO, Dezembargador de Relacao de Porto*, with the office of *Corregidor de Crime de Bairro da Rua Nova*, and *DOMINGOS MONTORIO DO ALBUQUERQUE AMARAL, Juiz de Crime do Bairro da Ribeira*, who went together with us *Escrivaens* to the officers of the said Ministers, with *Jeronimo Esteves*, Interpreter of the English language, to whom was administered the Oath, by the Holy Evangelists, that he should relate in the Portuguese idiom whatever he should hear, or might be answered, in the English tongue; and sundry Officers of Justice, and foot soldiers, who were distributed in several boats, with oars, all made for the frigate called the *Pearl*, (which is a prize taken from the French, at present manned by the English, and anchored in the port of Belem) for the purpose of withdrawing forty Portuguese young men, who were reported to be on board: to effect which the boat went alongside, in which were the said Ministers, we the *Escrivaens*, and the interpreter. The crew of the said vessel were immediately all in motion; and there came to the Ship's sides several persons who had snatched up cannon balls, and without any more provocation began to take aim, as if to throw them directly into our boat, and the others which contained the Officers of Justice, and the military.

When the crew of the said Ship beheld the latter, they seemed almost frantic, and tumultuously assembled on the Ship's side, with threatening gestures. One man, whom by his dress we judged was a common seaman, lifted his hand with the intention of throwing a shot at us; which he would certainly have done, had he not been prevented by a comrade, who held his arm. Of all which we the *Escrivaens* pledge our faith. On seeing this, the said Ministers, by the mouth of the interpreter, instantly desired the Captain, and the other angry officers, who were on board, that they would order the crew to refrain

from such a notorious insult, as they appeared ready to commit; for that they, the said Ministers, did not come to use any violence, nor had they been guilty of any rude action whatever. Which being intimated to the Captain, who said his name was *White*, he replied in a peremptory manner, that the boats in which were the Officers of Justice, and the military, should keep their distance: if not, he would heave a shot overboard, and send them to the bottom: this he repeated several times, making signs of his intention—of which we the *Escrivaens* pledge our faith. The boats, for this reason, having put off from the Ship to some distance; it was intimated to the said Captain to declare on his word of honour what number of Portuguese were on board—and that he should deliver them up to the Ministers of Justice, who came to receive them, as their own subjects—on hearing which he answered, that he had not one in his ship.

It being a second time intimated, with great civility, that the Captain would order a search to be made on board the *Pearl*; since not many days past, a visit having been made to a ship for a similar purpose the Captain of which had declared he had no Portuguese on board, when at the very instant several appeared and said, that they were forcibly detained, - the same might possibly be now the case; they therefore requested Captain *White* to order a proper search to be made—but he still replying that he had already declared there were no Portuguese on board; the said Ministers ordered their boat to put off, and go alongside a frigate called the *Artois*, taken from the French; at present manned by the English, and anchored abreast of Belem Castle.

When the boat, with the said Ministers, had come alongside, they ordered the interpreter to intimate to the Captain, who declared his name to be *John Willett Payne*, that on his word of honour he would deliver up such Portuguese, as he might have on board;—to which he replied, “that on his word of honour he had no Portuguese in his Ship”—which the said Ministers hearing, they immediately ordered their boat to put off, and to join the other boats, which had not accompanied them, in order to avoid a similar insult to that already received from the *Pearl* frigate.

A relation of the whole transaction was ordered to be drawn up, which they signed with the said interpreter; and we the *Escrivaens* pledge our faith, that the whole contents of this relation are the truth, and as the truth we sign it.

And I BERNARDO DA SILVA CARDOZO, ESCRIVAO DE CRIME DO BAIRRO DA RIBEIRA wrote this.

GARVO.

AMARAL BERNARDO DA SILVA CARDOZO.

JERONIMO ESTEVES.

JOZE ANTONIO DA CUNHA BITANCOURT.

On the fifth of September, the following letter was received by Mr. Walpole, then British Envoy at this Court, from the Secretary of State for the Portuguese Marine Department.

MONSIEUR,

Par les deux copies ci-jointes, No. 1, et No. 2. vous verrez la conduite des Officiers Commandants des Corsaires Angloise qui se trouvent dans ce Port ; particulièrement des deux prises nommées *l'Artois*, et *la Perle* : sa Majestée, en consequence de ces attentats reiterés, a ordonnée aux Commandants des Chateaux de Belem, et de St. Julien de ne point permettre la sortie de ces deux vaisseaux, à fin de prendre les mesures convenables, pour faire respecter les Loix de ce Royaume, et pour empêcher à l'avenir des comportements aussi extraordinaires que ceux dont il est question.

J'ai l'honneur d'être, &c,

DE MELLO.

Notre Dame d'Ajuda, le

5^{me} Septembre 1780.

Monsieur Walpole, &c. &c. &c.

The officers of the *Artois*, and *Pearl*, as might be expected, were not dilatory in rescuing their own characters from such unjust aspersions, and in supporting the insulted honour of the British Navy. They immediately drew up a real statement of facts, from the first visit, which they received during the evening of Saturday the 19th of August, to that made by the Portuguese Officers of Justice, on Sunday the third of September ; which being signed by the principal Officers of the respective Ships, was transmitted by Captain Payne to Mr. Walpole the British Envoy.

On Friday the fifteenth of September, 1780, Captain Payne received the following letter from Mr. Walpole :

SIR,

I have transmitted to MONS. DE MELLO, Her Most Faithful Majesty's Secretary of State for the Marine Department, translations of the declarations of His Majesty's Officers on board *the Artois* ; and also a translation of the letter to you from Captain White, who commands the *Pearl* ; which you delivered to me as answers to the several papers I had received from Mons. de Mello, with his letter of the fifth instant, and had communicated to you.

Monsieur de Mello acquaints me, that the above-mentioned answers have been laid before Her Most Faithful Majesty ; and that it is natural to believe that the misunderstanding of the Portuguese Interpreter has been the cause of what happened.

I am desired by Monsieur de Mello to mention to you, that when the *Artois* and *Pearl* are preparing to sail, some persons will be sent to those Ships to ask for, and receive, the Portuguese sailors, and other Portuguese subjects that may happen to be on board.

I am, Sir,

Your most obedient humble servant,

ROBERT WALPOLE.

We shall first insert a few extracts from the spirited declarations of the British Officers; and will then add some passages from a letter which Captain Payne sent to Mr. Walpole, relative to what had passed.

FIRST DECLARATION of the Officers of His Majesty's Ship Artois, lying at Anchor in the Tagus, nearly opposite the Castle of Belem, in Answer to the Assertions of the Portuguese Ministers of Justice.

EXTRACTS.

—The boat, in which were the Civil Officers, being come alongside, about four o'clock on the nineteenth of August, Mr. Worthington, Clerk to the E. V. C. acted as interpreter, as the person brought for that purpose spoke but indifferent English.— Mr. Worthington affirmed, he was directed by the said Officers of Justice to declare, in case of our refusing to comply with their request (*giving up the Portuguese on board*), the Castle had immediate orders to fire into us; for as we were considered as men of war, they did not intend to search. The Commanding Officer on board judiciously considering that such unnecessary, and improper threats ought not to withdraw him from his Duty; and with good reason supposing that no such unwarrantable behaviour could be authorised by her Most Faithful Majesty, prudently took no notice of such a threat; but answered, *that there were several Portuguese on board, who should be immediately delivered up: and, in the mean time, begged of the Officers to come on board; at the same time making them offers of refreshment; which they accepted.*

During the time that the Officers of the Ship were making search for the said Portuguese, who had concealed themselves in different parts of the Ship; and had, on the appearance of the Portuguese boats, made use of every intreaty to be detained (even falling on their knees, saying they should certainly be put in Prison, if they were found at work on board). Being given to understand that it was impossible to detain them; they flew to every part of the Ship for safety:—some of them got into the Captain's cabin, he not being on board, and there concealed themselves; whence they were taken; and two others had even let themselves down into The Well of the Ship, where they evaded the search of the people sent to look for them,

These, however, were the day following discovered, and sent on shore. Exclusive of these two, twenty-five Portuguese were found on board, and were all delivered to the officers who demanded them: after this they retired; and excepting the threat of violence, above related, nothing but Civilities passed on both sides, during their continuance on board.

The Officers of his Majesty's Ship *Artois* have been rigidly observant of what they imagined was the wish of Her Most Faithful Majesty, by refusing all the offers that are daily made by the Portuguese labourers to be admitted into the Ship; and in particular by sending five of the above-mentioned twenty-five Portuguese on shore—who had again returned, begging to continue. His Majesty's Ships in this river, having been classed in the aforesaid Declaration, with armed Ships, and Privateers; and a sort of charge of ill-treatment exhibited against the whole; it becomes expedient for the King's Ships, in vindication of themselves, and the Honour of their nation, to declare that every species of cruelty, and oppression, is as foreign to their dispositions, as it is prohibited by their instructions.——

Every Officer in the *Artois* does by this instrument declare—that during the whole time, there has been occasion to employ Portuguese labourers, on board the said Ship; there has not been an instance of one of them being punished in the smallest degree; and that furthermore it has always been the Captain's orders, that they should be permitted to go on shore whenever they pleased. The testimony given by the Portuguese, and confirmed by a letter to His Excellency the Secretary of State for the Marine Department, having made mention, that the greater part of the men, taken out of the Ships, were entitled to several months wages, and prize money; is sufficiently contradicted by the time those Ships have been in the river, and the predicament* in which they are known to stand.

In testimony of what is related, as above, being the truth, the whole truth, and nothing but the truth, We the principal officers of His Majesty's Ship *Artois*, hereunto have subscribed our names:

Given on board.

JOHN WILLETT PAYNE, &c.

SECOND DECLARATION of the Officers, and Men, of His Majesty's Ship *Artois*.

EXTRACTS.

On Sunday, September the third, 1780, whilst the said Ship was preparing to sail, there came alongside a boat with sundry Portuguese Officers of Justice, who asked the Commanding Officer, to declare

* Having been detained.

upon his honour, whether he had any Portuguese subjects on board. To which the Officer answered, that if they would be pleased to stay a short time, until the ship was thoroughly searched, he should be able, with more certainty, to assure him to the contrary—at the same time the Officer of the *Artois* requested the Portuguese to come on board; which was declined, saying they should be content with the assurances of the Commanding Officer: who, on the report of none being found, signified the same to the Officers: on hearing this they civilly went away; and this is all that passed alongside.—In confirmation of the above being the truth, &c. &c.

Given on board.

Signed in the same manner as the first.

Captain Payne, in a letter which he addressed to Mr. Walpole, strongly expressed his feelings as a British Officer, and his utter astonishment at what had passed.—“I was further encouraged to think that every odium was removed, at least from his Majesty’s Ships, by the assurance of his Excellency (*Mons. de Mello*), who did me the honour to say he was well convinced, I could not descend to the behaviour specified in the above-mentioned declarations; and his Majesty’s two Ships, *Artois*, and *Pearl*, might sail as soon as they were ready for sea—only permitting the ceremony of a visit to be made to the Ships, previous to our departure. I acquainted His Excellency, that it was out of my power to grant what he required; the propriety of which I flatter myself you will agree to; as it would certainly be giving up a Point of National Honour—for which purpose only I can imagine the demand to have been made. It was not until Sunday, the third of this month (*September*), that I heard there was the least cause of complaint alleged against any of the British Ships in the river; and I was getting under weigh to proceed to sea, when I received a verbal message from an Officer, alongside, that The Queen desired we should not sail without her further orders: unusual as such a message, as well as the mode of delivering it, might appear, I judged it proper, considering the good understanding between the Courts of Great Britain, and Portugal, to delay going to sea, until I had made some further enquiries relative to the cause of such a proceeding.”—

Captain Payne then relates the difficulty he experienced in procuring an audience with *Mons. de Mello*, whom he at last found at home. He also waited on the Commanding Officer of the Castle of Belem, by whom he was politely received; but could not discover any reason for the detention of the Ships: after pointing out the fallacy of the report of the Ministers of Justice, by a variety of plain facts, he thus concludes his letter to Mr. Walpole—“Having I think sufficiently

disproved, by the testimony of every Officer on board, the said Portuguese declaration, I have only to apologize for trespassing so long upon your time ; and beg leave to subscribe myself with the highest respect, and esteem,"—&c.

Some secret influence must in this instance have been exerted by the enemies of Great Britain, to occasion a rupture between the two Courts, which was prevented by the spirited, yet temperate conduct of Captain Payne. Though at this time but a young officer, he neither suffered the rashness of youth to hurry him into the snare, that was concealed with so much art ; nor the repeated effrontery of the Portuguese to make the smallest encroachment on the independence of the British Navy. His conduct received the entire approbation of his Sovereign ; and was duly appretiated by Lord Sandwich, then at the head of The Board.

Captain Payne was at length obliged to leave the Tagus, without obtaining any satisfactory explanation from the Court of Portugal. Through inadvertency, or the exhausted patience of the British seamen, when the Artois fired a gun for a pilot, a shot was discharged against one of the towers of Belem, which being thus thrown down, the Castle bears to this day a conspicuous memorial of the above events.

On his return to England, Captain Payne was appointed to the *Enterprize* *, 28 guns ; in this Ship he on various occasions, both in Europe, and in different parts of America continued to display that exertion, and daring spirit, which denotes the British Seaman. Amongst others, his spirited attack on some Ships in harbour, under the protection of a battery in the Island of Cuba, the whole of which he either destroyed, or brought away, particularly recommended him to the notice of his commanding officer, Admiral Pigot. Captain Payne was in consequence soon appointed to the command of the *Leander*, of 50 guns ; the Ship which has so well supported her renown during the present war, and

* At present a receiving hulk for impressed men in the Thames, moored near the Tower.

was lately restored to Great Britain by the noble liberality of the Emperor of Russia. Nor was it long before Captain Payne enjoyed an opportunity of adding considerably to his professional fame, by one of the most daring engagements that was fought during the war. The following extract of a letter from an officer on board, contains a correct account of the whole: the action began at midnight.

LEANDER, *English Harbour, Antigua, February 12, 1783.*

“ Since my last to you, Captain Payne was removed from the *Enterprize*, and appointed to the command of this Ship; and immediately after received orders from the Admiral, to convoy a Cartel Ship to the Northward of the Islands. On the eighteenth of last month, about one o’clock P. M. we discovered a large Ship to windward bearing down upon us; but she soon hauled her wind, and pursued her course to the southward. By this time we could plainly discern her to be a large Ship of the line, and from some circumstances of her behaviour, we were convinced she was an enemy. As we were only an humble fifty gun Ship, we might have been well justified in pursuing our own course, and might have thought ourselves lucky in being permitted to do so; but Captain Payne thought differently; and notwithstanding the great disparity between us, was determined to close with the Chace. At four o’clock we tacked for this purpose, and between twelve, and one, the next morning, accomplished it. The enemy, upon this brought to; and we immediately ran alongside of him, within fourscore yards, and placed ourselves directly on his lee bow; with our larboard quarter abreast of his main-mast*: we discharged our broadside, and received that of the enemy almost at the same moment; and without any alteration of our distance, continued in hot action for almost two hours; in which time he made a fruitless attempt to board us, but was repulsed with such severity, as effectually discouraged him from a repetition of it. By this time we had become a perfect wreck; our masts, yards, sails, and rigging of every kind, so completely cut to pieces, as to render the Ship totally unmanageable. Our Rival appeared in general to have full as little reason to boast of the consequences of the contest as ourselves; and in the hull seemed to have suffered much more. He attempted, however, as a dernier effort, to wear under our stern, and to rake us; but in this we likewise disappointed him; for before he could bring his project to bear, we got our starboard side on his larboard bow. His fire now began to slacken, and he continued dropping astern of us; until he had got to the

* Refer to the engraving, Plate XXV.

distance of near half a mile : we, however, flattered ourselves that he had only retired to refit, and meant to decide the action at day light which was now near at hand ; but, to our great astonishment, nothing was to be seen of him in the morning, which was exceedingly clear ; nor, unless he sunk, is it possible to conjecture what became of him. By the weight of the shot, many of which are sticking in the sides of the *Leander*, and are French thirty-six pounders, this Ship must have been at least a seventy-four ; and by the crowd of musquetry which was stationed at every Port, she certainly had on board a considerable number of land troops. We engaged so closely, that the *Leander* was thrice set on fire by the enemy's wads ; but *the same cool and steady conduct, which prevailed on board of us during the whole action*, effectually extinguished the flames each time, without the least interruption of it."

" When you consider the great inequality of our force with that of the Ship which we engaged ; that we sought the glory, we obtained, by chasing her, and bringing her to action ; and that we have given her a most complete drubbing, if not sunk her ; I flatter myself that you will rank *the behaviour of the Leander with the very first exploits performed by single Ships, in the whole course of the war*. I am sorry to close my account by observing, that besides the men killed * in action, we have scarcely any hopes of saving the wounded ones.

The following is a correct copy of Admiral Pigot's letter to Mr. Stephens, dated—Formidable, Gros Islet Bay, St. Lucia, March the third, 1783.

SIR,

Captain Payne, who I had appointed to the command of the *Leander*, and sent to convoy a Cartel Ship to the northward of the Islands, acquaints me by his letter dated the 20th of January, which I received on the fifth of February, that he had on the night of the 18th fallen in with and engaged a large Ship ; for the particulars I enclose Captain Payne's letter.

I have not a doubt of *the Ship being at least of seventy-four guns* ; having seen and examined several of the Shot that were lodged in the *Leander*.—I should not do justice to Captain Payne, his officers, and Ship's company, if I did not acquaint their Lordships, that from every enquiry as to the action, it appears to have been conducted

* During the engagement the whole of the men stationed on the poop were all down, except one man, named *Simon Smith*, afterwards a quarter-master in the *Impetueux* ; who coolly leaning over the colour chest, exclaimed—
" *If you please, Captain Payne, I stand in need of some assistance, as, except myself, all here are killed, or wounded.*

*with the greatest bravery, and good order ; and indeed I have in several instances found Captain Payne a very active, good officer : a proof of which he has given me since the action by refitting his Ship in English Harbour in a short time—where she has had every thing new, but her mizen mast ; and is returned to me without losing a man by desertion, I am sorry to say his wounded men are all dead, excepting two, and they have lost their limbs. It is rumoured at this Island that the Ship he engaged, was the COURONNE *, and that she is got into PORTO RICO. Nothing has arrived at the French Islands excepting the Venus frigate, five weeks ago ; she had a passage of twenty-one days only. The naval force of the enemy at these islands is the Triton and Zélé of the line, the last lately hove down, with a number of large frigates. A flag of truce I sent to Martinique is just returned ; they say they know nothing of the Ship that engaged the Leander ; and that the Marquis de Bouillie is to go to Europe upon the arrival of D’Estaing.*

I am, Sir,

Your most obedient humble servant,

HUGH PIGOT.

Philip Stephens, Esq.

Captain Payne, in his letter to the Admiral, mentions some particulars, not yet noticed, which we shall extract.

———“ You may therefore guess our surprize at seeing nothing of him at the break of a very clear morning, though our head had continued invariably to the southward, which was the course he had been steering the whole day ; nor can I conceive under any possible circumstances he could have been out of sight, though he had even put before the wind, had no accident happened to him. As I lay all that day, and the following night, directly in his way, between Guadaloupe and Antigua, where I thought he might pass, without hearing any thing of him, I am at a loss what account to give you of him : yet in spite of his Spanish colours (in which I might also be mistaken), I am persuaded she is one of Mons. de Vaudreil’s squadron, from the number of troops she had on board ; which enabled them to place small arms at every Port. I am also confirmed in this opinion by the weight of her Shot, which are stamped thirty-six pounds, having on them the French mark, and which announces her also to be a seventy-four : and from her situation, and the place I met her in, I should conjecture, that the rendezvous of that Squadron is to the northward of the Islands, and they mean to go to leeward of them into Martinique.

* She was afterwards more generally believed to have been THE PLUTO.

"I am persuaded, Sir ! that I am not too sanguine in saying, I believe, could we have got our head to the enemy when we attempted it (from the cool and determined conduct of every officer, and man on board), that our success would have been equal to our wishes ; and for whose Credit, I cannot omit mentioning the Steadiness they displayed *in putting out three fires* occasioned by the enemy's wads, without the smallest confusion, or discontinuance of the action.

"The enemy's loss of men must, I think, from the concourse of them, be very great : ours is only thirteen men killed, and wounded ; though I am sorry to say that most of the latter cannot recover, being torn with large Shot.

"I am, Sir,

"Your most obedient humble servant,

"J. W. PAYNE.

"*Hugh Pigot, Esq. Admiral of the Blue, &c. &c. &c.*"

Before his return to Europe, this gallant officer was appointed to the command of the Princess Amelia * of 80 guns ; in which Ship, at the conclusion of the war, he safely arrived in England. *

During the subsequent years of Peace Captain Payne partook of such elegant relaxation, as an active and liberal mind would enjoy. We have already noticed the select COTERIE that was formed under his auspices in Conduit-street : and continued through the course of a twelvemonth, conjointly with the Honourable Captain Hugh Conway, and his brother Lord George. In these social days of "jest and youthful jollity," a sincere Friendship commenced between HIS ROYAL HIGHNESS THE PRINCE OF WALES, and Captain J. W. Payne ; which in its progress, and present continuance, will remind The Historian of that memorable period, when HENRY THE FOURTH OF FRANCE shewed that he possessed a just discernment in the choice of a friend, with a due value for that Independence which too seldom flourishes in a Court.

Amid the sportive sallies of wit that circulated in this select and fashionable circle, the following deserves to be

* On her arrival from the West Indies, she came to anchor at Chatham ; and was there propped up, and turned into a Church-Ship.

mentioned, as it has never yet been correctly given to the public. Some naval subject having been started, on which there appeared a difference of opinion, the whole was referred by a person at table to Captain Payne, adding—"as you have been long bred to the sea, we will decide solely by your decision." With that quickness of repartee, for which he has always been noted, Captain Payne immediately answered—*I never was bred to the sea; but sea has been bred to me, and d——d bad bread it has been*

About the end of the month of August (1785) Captain Payne, in company with Lord Northington, embarked in the packet at Dover, and arrived at Calais, after a tedious passage of fourteen hours.—Continuing their Tour through Boulogne to Paris, Lord Northington prevailed on his friend to accompany him still further. When they had reached Geneva, they separated for a few days; Lord Northington directing his course towards Lausanne, where, on the borders of the Lake, his sister Lady Jane Aston, and Sir William, had taken up their abode at a cottage delightfully situated in a most romantic part of the country. Captain Payne, unattended by any one but a guide, indulged his favourite wish of wandering, without restraint, amid the sublime scenery of the Glaciers.—Having again joined Lord Northington, they passed Mount Cenis, and remained a fortnight at Turin.

• Being arrived at Rome, Lord Northington took the earliest opportunity of viewing ST. PETER'S : and it is remarkable that after expressing his satisfaction in beholding a building of which he had heard so much, he added—"I have always from a boy wished to behold St. Peter's; and having at length seen it, I shall die in peace." His Lordship had scarcely uttered the words, when he was suddenly taken ill; and after lingering for some months at Rome, was conveyed in a carriage, made for the purpose, to Paris, where he died.

Captain Payne, soon after his return to England *, was elected one of the Members for the borough of Huntingdon ; which borough he twice represented in Parliament. He also previous to this had been appointed Private Secretary, and Keeper of the Privy Seal, to THE PRINCE.†

At the first commencement of hostilities with France, the Russell ‡, 74 guns, was commissioned by Captain J. W. Payne; and, on the ever memorable first of June, 1794, this officer was among those who received the particular thanks of Lord Howe, with a public mark of their Sovereign's approbation in the medal that was presented to them as the honourable badge of naval merit.

We have been favoured with the following particulars relative to the Action of the 28th and 29th of May, and first of June, 1794, by an officer who was on board the Russell.

May 28. At seven A. M. the advanced frigates made the signal to the Admiral for a strange sail, and at half past, for a strange fleet : Lord Howe immediately threw out the signal for the advanced squadron under Admiral Paisley, to reconnoitre the enemy—we being one of the advanced squadron immediately made all possible sail : between nine, and ten, A. M. discovered them to be the French fleet, consisting of twenty six sail of the line, and five frigates ; about twelve they brought-to for a short time ; then tacked, and formed their line : we had now all sail set, in chase of them.—About three the signal was thrown out to harass the enemy's rear : between four, and five, tacked ship, and fired at their sternmost Ships : about six they brought-to for us ; and, in half an hour, we fetched up with, and commenced firing upon their sternmost Ship, the REVOLUTIONAIRE, a three decker—shortly afterwards the Bellerophon commenced her fire upon the same Ship, and then the Marlborough, and

* Whilst residing at Rome. Captain Payne received great civilities from the Cardinal York. At one of his dinners the Cardinal, out of compliment to his guest, had taken the greatest pains, to have an English plumb pudding. The Italian cook had done his utmost, but in vain ; it possessed only the name of that celebrated dish. The Cardinal, on observing his guest take some through civility, exclaimed—*We have done our utmost Captain Payne, to get you an English dish ; but I fear after all, it turns out to be a Pretender.*

† Captain Payne kissed hands, on receiving his commission for the Russell, May 22, 1793. This Ship, after being fitted out at Chatham, arrived at Portsmouth on the fourth of August, and about the 20th sailed to join Lord Howe in Torbay.

Leviathan, came up, and fired at her. At *eight o'clock*, being almost dark, the Audacious came up, and brought-to upon the enemy's lee-quarter and kept up a constant fire at her ; the enemy also kept up a most tremendous fire from her tops—we still kept firing at the Revolutionnaire, within half pistol shot, until *nine o'clock*, when she passed under our stern ; her bowsprit, and mizen mast, were gone, and her main-top seemed to be on fire : just as she passed under our stern, she struck her colours to the Fleet. The firing then ceased, and we kept sight of the enemy all night ; being between the two lines.

May 29. The Admiral made The Signal to form the line of battle ahead, as most convenient : we formed astern of the Queen, and were then the third Ship in the Van—the Cæsar leading. The French Fleet at this time, were going away to windward. At about half past *eight A. M.* they wore round to engage our Van. The Royal George commenced the Action, and soon afterwards we began firing ; and kept engaging the enemy to the fourth Ship.—At *ten*, the Admiral threw out the signal to tack—the Queen wore ; and when we got on her weather beam, we wore also, and hauled to the wind, on the other tack : in wearing, the foresail was cut from the yard ; all the braces, and bow-lines, were gone, and the bowsprit was shot through ; the Ship leaked very much, and we had above four feet water in the Hold. We then passed down the French line, and left their sternmost Ship to leeward ; the French Fleet now made sail, as if they wished to escape : on which The Signal was immediately thrown out by the Admiral for a general Chace : from the circumstances above-mentioned, we were obliged to make the Signal of Inability. Nothing but random fire continued during that afternoon ; and we were employed in repairing our damages—the seamen at the rigging, and the marines at the pumps, as the water gained upon us, and continued doing so until *four o'clock* the next morning, when we succeeded in stopping the leaks. The *thirtieth*, and *thirty-first* of May, were so foggy, that we could not discern the enemy.

June the first. About *eight o'clock A. M.* saw the French fleet lying-to, main-topsail to the mast ; and The Admiral made the signal for each Ship to engage her opponent : a little before *nine A. M.* we bore down upon the enemy ; the Cæsar leading the Van, the Leviathan ahead of us, and the Royal Sovereign astern. About nine the action became nearly general on both sides. The Russell was the fourth Ship in the Van ; we engaged briskly for an hour, when our opponent bore away, her masts and sails going as she advanced : we immediately bore up after her ; but the French Ships coming up from

to leeward, and eastern, protected her. We then hauled up, and raked L'Amerique *, who was already engaged with the Leviathan, within half pistol shot. The French Van were now totally dispersed, except two Ships that seemed inclined to engage us—we immediately hauled to windward, and favoured them with their wishes; but it was only for a short time: for on observing their fleet making off, they followed the example. I omitted to mention the going of our fore topmast about ten o'clock. About one P. M. all firing ceased—seven French Ships were at this time totally dismasted, one of which was observed to sink. In the afternoon we boarded L'Amerique, but quitted her by order of Admiral Graves, and took possession of L'Impetueux. Exchanged prisoners, and received 176—officers, and men, included.

During the three days action we had only eight men killed, and about twenty wounded; which is sufficient to prove our superiority of skill. Some of their Ships had above 150 men killed. Our brave Captain had many narrow escapes; but thank God! he weathered it out.

In the twentieth plate †, which represents the Van Squadron of the British Fleet at the close of the action on the first of June, the Russell is introduced ahead of L'Amerique, totally disabled in her rigging, engaging a French Ship of the line, that was edging down to join the French Van.

On the thirty-first of December, during the severe winter of 1794-95, Captain Payne hoisted his broad pendant, in the Jupiter, 50 guns, as Commodore of the Squadron that was destined to bring HER ROYAL HIGHNESS THE PRINCESS CAROLINE OF BRUNSWICK to England; after various delays, occasioned by the peculiar inclemency of the season, and the critical importance of an Expedition, which had at the same time been well digested by Government, and wisely intrusted to his skill, he sailed from the Nore on the twenty-seventh with a fair wind, and dropped further to

* Now The Impetueux, to which Ship Captain Payne was afterwards appointed.

† Vol. II. page 373.

the eastward : on Monday the second of March he again unmoored, and made sail with the Squadron *.

The peculiar uncertainty of the weather in this month baffled the bold intentions of the Commodore : he however pursued the public object of his voyage : and on Saturday, the seventh of March, after exerting the greatest caution, which the peculiar danger of the coast demanded, the Squadron moored off Cuxhaven.— Owing to the imminent perils they had to struggle with, from the great quantities of ice, which the tide with considerable force carried out to sea from the Elbe, it was at one time reported in England that the *Jupiter* was lost ; she however, with the rest, though considerably injured, providentially escaped.

The limits of our work oblige us to postpone giving any further particulars of this expedition, until our next. We therefore at present only add, that on the evening of Saturday the twenty-eighth of March, HER SERENE HIGHNESS THE PRINCESS CAROLINE, was received under a royal salute on board the *Jupiter*, to the great joy of the anxious crew ; and on Saturday the fourth of April, having come to anchor off Gravesend, her Serene Highness the next day left the *Jupiter* for the *Augusta* yacht, Captain Browell, and about noon landed in perfect health, and safety, at Greenwich.

Though the health of Commodore Payne was materially affected by a service of so much peril, and anxiety ; he would not suffer any personal consideration to withdraw him from his professional duties, whilst he could possibly

* *The Squadron under the command of Commodore J. W. Payne, which sailed from the Nore, on Monday the second of March, to bring over Her Serene Highness, the Princess Caroline of Brunswick.*

<i>Jupiter</i>	50	{ Commodore Payne.
<i>Phaëton</i>	38	{ Captain W. Lechmere.
<i>Latona</i>	38	—— Hon. R. Stopford.
<i>Lark</i>	16	—— Hon. A. K. Legge.
<i>Hawke</i>	16	—— Josias Rowley.
<i>Martin</i>	16	—— George Bowen.
<i>Saxe Cobourg</i>	} Cutters.	—— Charles Garnier.
<i>Rose</i>		
<i>Active</i>		
<i>Princess Royal</i>		

exert himself sufficiently to perform them. Accordingly, being appointed during the summer of 1796, to the command of *THE IMPETUEUX* *, 80 guns, (which had undergone a complete repair at Portsmouth, so as to be nearly rebuilt, and early in November sailed out of Portsmouth Harbour for Spithead,) Captain Payne, having his officers and ship's company discharged from the *Russell*, came on board, and took the command: the following is a brief detail of his principal services in the *Impetueux*.

On the twenty-eighth of November the *Impetueux* sailed from Spithead, on her first cruise, to join Admiral Colpoys's Squadron, then at sea. Falling in with five French Ships on the twentieth of December, the Admiral ordered her, and some others, to chase; but thick blowing weather coming on, they lost sight of the enemy. On the 22d the *Impetueux* parted company in a fog; and on the twenty-fourth saw twenty-two of the French Fleet to windward—during the night she passed close by five large Ships of the enemy, and almost within hail of one of them, who made a signal with a Rocket. Captain Payne fortunately escaped so superior a force, and continued cruising until the twenty-seventh, when he again fell in with Admiral Colpoys.

In June, (1797,) during one of his cruises under Lord Bridport, Captain Payne was detached as Commodore of a Squadron consisting of three sail of the Line, and two frigates; with orders to stand to the southward, as far as *CAPE ORTEGAL*, in quest of a French Squadron; when he captured *LA ZOE* privateer, of 20 guns, and chased two frigates, and a corvette, into Rochfort.—In the month of July following, he again sailed, as Commodore, from Torbay, with a line of battle Ship, and two frigates, endeavouring to intercept two rich Spanish merchantmen † from the Havannah: after an unsuccessful cruise off the coast of Spain, and as far as twenty degrees to the westward, Commodore Payne returned to Cawsand Bay, on the twenty-eighth of August; having captured a French lugger privateer, *LA PETITE CHERIE*; three Spanish polacres laden with wine, and retaken an American brig.

* Taken the first of June, and then called *L'Amerique*. The stern of this Ship is the most beautiful specimen of naval architecture, ever seen in this country. As a compliment to The Prince, it was ornamented with his Royal Highness's crest.

† This cruise was undertaken in consequence of the information obtained by the Spanish felucca, prize to the *Serpent* sloop, Captain Richard Buckoll,

In March (1798) Commodore Payne was ordered to relieve Sir J. B. Warren, and to take the command of a squadron of frigates. He accordingly sailed from St. Helens, on the twenty-fourth of the above month, in company with the *St. Fiorenzo*, 40 guns; and was joined off Plymouth by the *Canada* 74, *Phaëton* 38, *Anson* 44, and *Cygnets* cutter, 14 guns: the *Canada* shortly afterwards parted company.—On the twenty-sixth, a fresh gale came on from the eastward; on the twenty-seventh the *Sylph* brig, 18 guns, joined. The *Phaëton*, on the twenty-ninth, was obliged to be sent into Port. Strong gales still continued from the E. N. E. and N. N. E. On the thirty-first of March the *Anson* sprung her main-yard, and soon made the signal for having sprung her main mast; at noon she parted company for England. On the third of April, fresh breezes, and cloudy: saw BELLE ISLE bearing N. E. by E. distant five, or six leagues. At midnight a dreadful gale began from the S. W. The Squadron endeavoured to stand off all night; but the Swell getting up, could not make much head-way. At day light, squally with rain—carried a press of sail to clear the land. On the fourth, strong gales, and hazy, from the S. W. and W. S. W.—Close reefed the top-sails; down top-gallant yards, and struck top-gallant masts—the gale still increased. At six P. M. saw the *St. Fiorenzo*, (who the day before had parted company in chase,) with her mizen-mast, and main-yard gone: reefed the course—at seven sounded, seventy-five fathom, rocky bottom. Set the fore-sail, and carried a press of sail; as, by the reckoning, we could not be far from THE SAINTS. At half past seven ordered the *Sylph* to look out on the lee bow, two miles distant, and carry a light all night, expecting to fall in with the Rocks before Day-break. A. M. strong gales, with heavy squalls; obliged to take in the fore-top-sail, and get the top-gallant masts on deck, to lighten the Ship aloft: got in the jib-boom—at seven A. M. wore Ship; split the main-staysail to pieces. All on board feared the *St. Fiorenzo* was on shore, during the night, as she was in a disabled state and that nothing could save the *Impetueux*. Providence however ordered otherwise.

At nine the Mizen split to pieces; got the Gaff down to bend another. The pilot at ten o'clock, came and told the Master, that if he did not bear up for Quiberon, the *Impetueux* must be lost in the night; as by his reckoning she was close to the land. Made the *Sylph's* signal to bear up, and make the land, in the S. E. by E. At ten the *Impetueux* bore up, and saw the *St. Fiorenzo* to leeward scudding under her fore-sail: strong gales, and squally with rain, at noon. On the sixth The Capt continued from S. W. to W. S. W.: captured a logger on the sixth—spoke the *Ramilles*, *Triton*, and *Japon*, on

the eleventh. On the thirteenth came off Plymouth; the *Clyde* 38 guns, *Nymph* 36 guns, and *Mermaid* 32 guns, having joined, made sail to the westward. The *Impetueux*, on the sixteenth, parted from the Squadron, and stood for Spithead.

During this unpleasant Cruise, Commodore Payne, from the constant anxiety, and fatigue, which he endured, had a violent attack of fever, which had nearly deprived the Country of his services. Unwilling to give himself the smallest indulgence when in a convalescent state, he ventured out too soon after this attack; which brought on the gout, and rheumatism, to such a degree, that his life was despaired of: he however was at length restored to his friends. Captain S. Edwards, in the mean time, was appointed acting Captain of the *Impetueux*, and continued to hold the command of her, until the fourteenth of February, 1797; when Captain Payne was advanced Rear-Admiral of the Blue.

During the month of August, 1799, Rear-Admiral Payne, in a manner the most flattering to his feelings, both as an Officer and a Man, was appointed Treasurer of Greenwich Hospital. A station which the humanity of his disposition, and his high regard for the Service, render him so well calculated to fill:

The second was as ALMNER of the Place:

His office was the hungry for to feed,
And thirsty give to drink, a worke of grace!
He fear'd not once himselfe to be in need.—

He had enough; what need him care for more?
And had he lesse, yet some he would give to the pore.

SPENSER.

I have seen Admiral Payne, said an elegant Scholar, who is now no more, and been highly delighted with his conversation—*He is all mind!*

As a politician, in which character the Admiral has distinguished himself, he possesses an impartial judgment, and what is above all, an inflexible attachment unto Truth. Respected by both Parties, he avoids the intrigues of each;

and throughout life has perserved, what few attain, the character of an INDEPENDENT MAN. As an officer, he knows the secret of making authority respected, without disgracing it by the trammels, and bluster of a Tyrant: to this we shall only add his high regard, and respect for Religion.

The precarious state of Admiral Payne's health, has long been an object of painful solicitude, to the many who know, and respect his worth. We trust for the sake of his Country that it will speedily be re-established: whenever this Officer hoists HIS FLAG, it will not be unfurled in vain.—“Shew thy face from a cloud, O Moon! light his white Sails on the Wave of the Night: and if any strong Spirit of Heaven sits on that low-hung cloud, turn His Dark Ships from The Rock, thou rider of the Storm!”—OSSIAN.

The ancestors of Admiral Payne, the Lords of Bampton, came over with William the Conqueror, and then bore the name of *Pagganells*, which afterwards was changed into *Paynenell*. After the battle of Worcester, Charles the Second fled, with Colonel Payne, to an house on the coast, belonging to the latter at Ovingdeane in Sussex; from which coast the King escaped. The family of the Paynes, being Royalists, were after this dispersed: that branch, whence sprang the subject of our present attention, went to the West Indies; and settling at St. Christopher's were instrumental in bringing over to the English, that part of the Island, which had hitherto belonged to the French.—SIR GILLIES PAYNE, who is above eighty years old, is nearly related to the Colonel Payne, who protected King Charles.

ARMS.] Gu. a fesse between two lions passant Ar. for *Payne*. Quartering *Carlisle*, viz. Az. a cross cerclé Or, between four cross crosets fitché Ar.

CREST.] On a wreath a lion's gamb erect and erased Ar. holding a tilting-spear rompu Gu.

MOTTO.] *Malo mori quam fœdari.*

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURCITE VASTO !

No. X.

R. EDITOR,

THE following respectable testimony to naval merit appears to have escaped your notice. I therefore take the liberty of requesting its insertion :

To JOHN DERBY, Esq. *Commander of His Majesty's Hired Cutter, FOWEY, Plymouth.*

Bristol, July 17, 1799.

WE, the UNDERWRITERS and SHIPPERS on the PORTUGUESE BRIG, TEJO, have been made acquainted by Mr. John Muldowney, of this city, merchant (late passenger in the said vessel, bound from thence to Lisbon), with your spirited conduct in the recapture of that vessel : he informs us that the wind not permitting your nearer approach in the cutter than within five or six miles, and apprehensive that during the night the French crew would have an opportunity of getting into Brest, then only a few leagues distant, you determined on sending your boat after her, being the only possible means of preventing her escape, however hazardous the attempt. We are happy your exertions were crowned with success, and think it a duty incumbent on us to return you our sincere thanks for the same : it is our wish that the First Lord of the Admiralty should be made acquainted with this our public testimony in your favour, being confident that he avails himself of every opportunity to promote those, who distinguish themselves in the protection of our trade, and commerce.

We remain, Sir,

Your most obedient humble servants,

JOHN HAYTHORNE,	ISAAC AMOS,
HARM. VISGER,	JOHN NEWALL,
CHARLES PAYNE,	FOR DAN. HARFORD,
THOMAS HOBBS,	WEARE, and PAYNE,
JOHN MARSE,	JOHN JAMES,
BROOM, PRICE, and Co.	RICHARD LAMBERT,
J. PURNELL,	PETER MAZE,
R. HART DAVIS,	ROBERT VISGER,
CHARLES ANDERSON,	JAMES MULDOWNEY.

DIMENSIONS OF THE MASTS AND YARDS OF THE IMPETUEUX.

HIS Majesty's Ship Impetueux's lower masts are very high, being four feet above those of a ninety-eight gun Ship—her topmasts are not quite high in proportion; her top-gallant-masts are higher than what are commonly used in seventy-fours. Her lower, and topsail yards are very square, top-gallant yards are not.

	<i>Feet.</i>	<i>In.</i>		<i>Feet.</i>	<i>In.</i>
Main-mast from the step	-	115	4	Jib-boom	- - - 46 9
Top-mast - - -	-	67	4	Main-yard	- - - 98 9
Top-gallant-mast	-	32	11	Top-sail yard	- - - 69 5
Fore-mast from the step	-	104	6	Top-gallant yard	- - - 42 2
Fore top-mast - - -	-	63	6	Fore-yard	- - - 85 9
Fore-top-gallant-mast	-	29	11	Fore-top-sail-yard	- - - 67 1
Mizen mast from the step which is on the lower deck	-	80	6	Fore-top-gallant-yard	- - - 37 2
Mizen-top-mast	-	47	4	Mizen-top-sail-yard	- - - 47 10
Mizen-top-gallant-mast	-	22	8	Mizen-top-gallant-yard	- - - 33 0
Bowsprit - - -	-	71	1	Cross-jack-yard	- - - 66 0
				Sprit-sail-yard	- - - 64 8

OFFICERS IN HIS MAJESTY'S SHIP RUSSELL, ON THE FIRST OF JUNE,

1791.

John Willett Payne, Captain.
Henry Vaughan, First Lieutenant.
Thomas Harrison, Second Lieutenant.
Jemmett Browne Mainwaring, Third
Lieutenant.
John Hurst, Fourth Lieutenant.
George Steel, Fifth Lieutenant.
Edward Barker, Master.
John Douglas, Boatswain.

Samuel Lawford, Carpenter.
James Manning, Gunner.
John Smith, Purser.
Joseph Stevenson, Surgeon.
Jean Blanford, Pilot.
Francis Mason, Captain's Clerk.
John Lewis Eveleigh, Lieutenant 2d
Regiment.
Frederick P. Delme, Ditto.

LOSS OF HIS MAJESTY'S SHIP CATO, ADMIRAL SIR HYDE PARKER,
ON HER PASSAGE TO THE EAST INDIES.

(Referred to at Page 12.)

CHANCE at length brought to light some accounts of the coast on which the above Ship was wrecked; but how must the horrors of shipwreck be aggravated, when we reflect upon the savage barbarity with which the gallant SIR HYDE PARKER, and the brave seamen under his command, were treated by the merciless tyrants into whose hands the jarring elements had thrown them.

The following account was laid before the Lords of the Admiralty, in the year 1791.

Captain Burn, an Englishman, who commands a vessel in the service of the Nabob of Arcot, and who is employed to convey the pilgrims on their annual visit to the Tomb of Mahomet at Mecca, when there last season, was going on shore, and saw a boat belonging to a Malay vessel then lying in the same place, with a man in her,

bailing out the water. From the make of the bucket, he knew it must have belonged to a British Ship. He accordingly rowed alongside of her, and saw the CATO's name painted on the bucket: struck with the sight, he immediately enquired of the Malay, how he came by the bucket? who told him, that some years ago a large Ship was wrecked upon the Malabar Coast, and most of the people got safe on shore; but that, by the order of the Malay King, the major part of them were immediately put to death. Captain Burn, after receiving this information, went on board the Malay Ship, and there saw the Cato's main-sail, and a quantity of British cordage, and other sails, that had formerly belonged to the above unfortunate Ship. The Malay vessel was almost entirely rigged with the Cato's stores.

Captain Burn, when on board the Malay, made some inquiries relative to the number of the Cato's Ship's Company that had survived the massacre, but could obtain no satisfactory answer; and the next day, when he intended going again on board the Malay, he found she had, in the course of the night, dropped some miles from the place where she lay the preceding day.

The uncertainty of the manner in which the Cato was lost had long been the occasion of much unhappiness, not only to the relations of those who were in that vessel, but to the nation at large, who never ceased to lament the fate of an Admiral whose courage and conduct were at all times an honour to the British Navy. The brave officers and seamen under his command have also had their share of national sympathy—a tribute which their services, and sufferings, certainly merited.

It must, however, be a satisfaction to their country, to reflect, that there are yet distant hopes, that some of the unfortunate sufferers may still survive!

PLATE XXV.

REPRESENTATION of the gallant Night Action between the Leander, of 50 guns, Captain J. W. Payne, on the eighteenth of January, 1783, (the same Ship which was lately restored to Great Britain, by the Emperor of Russia,) and a French Ship of very superior force*, as mentioned in the preceding Biographical Memoir, page twenty-sixth.—Both Ships are on the larboard tack, standing to the southward; the Leander placed on the starboard bow of the enemy, which station she preserved during the greater part of this desperate engagement.

* The enemy's Ship had 74, or 80 guns!

CORRESPONDENCE.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

I REMEMBER to have heard much, during last winter, of the Action between the Squadron under Sir John Borlase Warren, and the French Squadron, off the coast of Ireland; and particularly of the engagement which afterwards ensued between his Majesty's Ship *Mermaid*, then commanded by Captain Newman, and the French frigate *La Loire*, which had escaped from Sir John Borlase Warren. I always heard this action mentioned with the highest praise, on account of the great superiority of the French Ships, in number of guns and weight of metal, with the addition of having a great many disciplined troops on board.—The rules of the Service not permitting that any Gazette account should be published* respecting the engagement of a single Ship, when no capture took place, the public were never officially made acquainted with all the particulars of this engagement; and I therefore think it may not be unacceptable to you, to receive the following copy of the original letter, written on the occasion by Captain Newman to Admiral Kingsmill, which letter came into my possession.

The French Ship, *La Loire*, did not founder, as it will be seen Captain Newman conjectured she would, but was afterwards encountered and taken by the *Anson*, of 44 guns, Captain Durham, and the *Kangaroo*, Captain Brace; the latter of whom fortunately repaired the damages, sustained in the first attack of the Ship, in sufficient time to come up with her again after her action with the *Mermaid*, and materially to assist Captain Durham in the capture of her. From Captain Durham's letter to the Admiralty, it appeared, that *La Loire* was "pierced for fifty guns, mounting forty-six, (eighteen pounders,) and having on board 66½ men, troops included, among whom are a number of artillery." The very inferior force of his Majesty's Ship *Mermaid* was thirty-two twelve pounders, and her complement of men only 220. Whether she had at that time the whole, even of this number, I do not know.

The silence of an officer with such reputation as Captain Durham possesses, respecting the previous drubbing which *La Loire* had received from the *Mermaid*, had always surprised me; and I have heard many naval men express their astonishment at it; particularly as he mentions that, "luckily for him, (considering

* We believe our correspondent is not quite correct in asserting this.

the disabled state of the Anson, from her share in the preceding action of the 13th with the French Squadron,) he found his antagonist so much crippled to his hands."

La Loire is now in his Majesty's service, and the command of her given to Captain Newman.

I am, Sir,

Your constant reader,

A BRITISH SEAMAN'S FRIEND.

(COPY.)

" To Vice-Admiral KINGSMILL.

" *His Majesty's Ship Mermaid, Lough Swilly, Oct. 19, 1798.*

" SIR,

" I have the honour to inform you, that, agreeably to your orders received from Captain Essington, of his Majesty's Ship Triumph, on the 11th instant, off Mizen Head, I proceeded with the Ship I command, LA REVOLUTIONAIRE, and the KANGAROO BRIG, to cruise off the Dorseys for Captain Home, of his Majesty's Ship CÆSAR, and put myself under his command: but having learnt from Captain Butterfield, of the Hazard, that he was cruising off Black Cod Bay, I made sail to the northward accordingly; and on the 15th, at eight A. M. discovered two large Ships bearing north. On their not answering the private signal, I made the signal to chase; and soon perceived by their tacking, and carrying a press of sail from us, that they were part of a French Squadron expected on this coast. Having gained considerably on them before sun-set, I was in hopes of bringing them to action that night, and made the signal to prepare accordingly. On the commencement of the Chase, they kept their wind, but edged away gradually, till in the evening we were before the wind, and all sail set. Having made a signal, and spoke, they hauled from each other, which separated the REVOLUTIONAIRE and MERMAID, each pursuing one; the KANGAROO steering after us, but far astern. From the thick and squally weather, I lost sight of the Revolutionaire at seven o'clock, and of my chase soon afterward. I then hauled my wind on the larboard tack, wind N. by E. and was soon joined by the KANGAROO.

" On the following morning, (16th,) we again fell in with one of the enemy's frigates, and gave chase. At three P. M. the KANGAROO came up with, and engaged the enemy, in a most gallant manner: but unfortunately her fore-top-mast was shot away by the enemy's stern-chasers, and Captain Brace was rendered incapable of pursuit. I continued the chase during the night, never losing sight of her; and at day-light I perceived the enemy intended to give us battle, as no other

sail was in sight. I found he was full of troops, and judged it probable that he would attempt to board us: my conjecture was well founded, as he suffered me to approach as near as I chose without annoyance—both Ships before the wind, or nearly so; steering N. E. At a quarter before seven the action commenced, and soon became very warm on both sides.—Having placed the Mermaid on his star-board bow; and the wind fortunately shifting from W. S. W. to S. S. W. I was enabled to gall him a good deal, without receiving much damage: but from repeatedly bearing away, and luffing up, we closed to within pistol shot; when, from the deliberate and well-directed fire of the Mermaid, his fore-top-mast was shot away, as also his cross jack-yard. The fire from his guns was evidently slackened, though he kept up a most tremendous and incessant one from the musquetry in every part of the Ship. At a quarter past nine his main-top-sail-yard came down; and I had just given orders to run athwart his hawse and rake him, when our mizen mast went by the board; the wreck of which totally for a time disabled the cabin and quarter-deck guns; and we had scarcely time to haul up when the main-top-mast followed. At this time, finding the stays, backstays, shrouds, tacks, sheets, and every bit of running rigging shot away; the Ship making a deal of water, from being much hulled; and several shot between wind and water, one of them very dangerous in the bread-room; some lodged in the wing transom; expecting the fore-mast, fore-top-mast, and main-mast to go; under these circumstances, and these only, I left off action; and I saw that the enemy was equally disabled with ourselves, and must have sustained an immense slaughter, as we mowed down the troops with round and grape, and they were perceived throwing overboard the killed in great numbers.

“ I have great satisfaction in informing you, Sir, that, notwithstanding the incessant fire of musquetry, frequently within pistol-shot, I had only three killed, and thirteen wounded, three of them only dangerously; and they, from the great abilities and attention of Mr. QUIN, the Surgeon, in a fair way of recovery. It is out of my power to give due praise to my officers and crew: to my *first* Lieutenant, ORMSBY, *second* RAYNER, and *third* CORBET, I feel much indebted, not only for their prompt execution of my orders in action, but for their unwearied application, night and day, for forty-eight hours chase, every moment at quarters, and in the severest weather I ever experienced. To Mr. HALLIDAY I feel much indebted; as by his judicious attention to the Helm, the enemy's intention of boarding was frustrated: also to Lieutenant TIMSON of the marines, for his very great exertions; and to Mr. BROUGHTON, Master's Mate, whose

conduct was truly exemplary ; and every other officer behaved as I could wish. Constant fatigue was endured by the crew, in refitting, pumping, clearing the wreck of the fore-mast, and top-mast, that fell on board, and left us with only the main-mast and main-yard, the sail being blown away ; we scudded under this bare pole before the heaviest gale I ever experienced. And here again I must express my high opinion of the whole crew ; who, from the fifteenth to the nineteenth, on our anchoring in *Lough Swilly*, had without a murmur, and with the utmost cheerfulness, exerted themselves without intermission night and day, except when at their meals.—I had a very severe loss in Mr. JOHN TAYLOR, carpenter ; who, when over the side, stopping a shot-hole, was swept away by the wreck of the main-top-mast, and drowned.

“ You will perceive, Sir, by this statement, much as I lament not being able to follow up the action, that we employed every endeavour to frustrate the diabolical intentions of these abettors of rebellion ; and I have every reason to hope, from her steering, that her rudder was choaked ; her main-mast appeared going when last I saw her ; and I doubt not she foundered that night. I had not an opportunity of observing her name, as her stern was much blackened by firing at the Kangaroo the preceding evening. She mounted twenty-eight eighteen pounders on her main deck, and had sixteen ports on a side, with nine pounders and carronades on her quarter deck and fore-castle.—I have only to add, that by the blessing of God, I got to an anchor here this day, as the wind immediately shifted, and the bread was all destroyed by a leak in the bread room, and I had only ten or twelve tons of water ; having been out eight weeks from Plymouth.

“ I have the honour to be, with respect, Sir,

“ Your obedient and very humble servant,

“ J. N. NEWMAN.”



TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

The following account being little known, I take the liberty of presenting it to you for a place in the Naval Chronicle.

A—rh.

Great Queen Street, Lincoln's Inn Fields, Jan. 6, 1800.

Relation of the gallant Behaviour of an Englishman in a memorable Sea Fight.—Extracted from a Work, published at Paris in 1758, entitled, “Memoirs of a Protestant condemned to the Gallies of France for his Religion.”

“ In the beginning of the summer of 1708, Queen Anne, among many other Ships which were put in commission, had one, a vessel of

seventy guns, commanded by — Smith, a concealed papist, and one who bore an implacable hatred to his Country. His Ship was stationed to guard the coasts; and as it did not compose part of any fleet, the Captain was at liberty to cruise with her as he thought proper: he accordingly sailed to Gottenburgh, where he sold her Majesty's Ship of war, whether to the King of Sweden, or to private merchants, I do not remember. Be that as it may, the Ship was sold, and he received the price, and immediately after retired into France to offer his services to Louis XIV. against his native country. The King received him very graciously, and promised him the first Captain's commission that should become vacant; but in the mean time advised him to serve as a volunteer on board the galley of Mr. Langeron at Dunkirk, and that orders should be given to receive him with that respect which was his due. The advice of Kings is but a tacit manner of commanding; at least Smith took it in that light, and obeyed. The Chevalier Langeron received him very politely, and entertained him at his own expence. In all our toilsome, but fruitless expeditions to the coasts of England, Captain Smith was one—he would often advise us to a descent upon the coast, in order to burn their towns, where he might at once have an opportunity of shewing his bravery, and gratifying his unnatural hatred; but it was thought too dangerous to comply; the coasts were guarded by patrolling parties, while large bodies of trained troops were placed at convenient distances from each other; a species of animals French sailors do not much care to meddle with. Smith, burning with rage against England, had his head filled with nothing but schemes to invade it. Among the rest, he sent proposals to the French Court, of burning Harwich, a little town, situated at the mouth of the Thames, provided six gallies were committed to his command. The King approved his project; gave orders to Commodore Langeron to follow Captain Smith's instructions in the whole of the expedition, and to the Intendant to furnish whatever was necessary towards carrying it on. The Chevalier Langeron felt some repugnance at being subjected to the controul of a stranger, invested with no commission: however he obeyed with seeming satisfaction, while Smith gave the necessary directions for collecting combustibles, and a reinforcement of soldiers, with whatever else was thought necessary. Every thing being in readiness, we put to sea on the fifth of September, in a fine clear morning, with a gentle favourable wind at north-east. We arrived at the mouth of the Thames, without using our oars, at about five in the evening: but Smith being of opinion that we were too early, and that we might be discovered if we came too near the shore, ordered us to stand off to sea till night fall, and to make our descent when it was dark. We had not laid-to half an hour,

when the sailor at the mast head cried out, "A fleet to the north, steering west, thirty six sail, merchant built, and escorted by a frigate of about thirty cannon." It was in fact a fleet of merchant Ships, who had left the Texel, and were making for the mouth of the Thames. Our Commodore immediately called a council of war, in which it was concluded, that without regarding Harwich we should endeavour to make ourselves masters of this fleet; that this would be doing the King better service than burning Harwich; that an opportunity would every day offer for doing that, but so rich a booty as this would seldom occur. These reasons nevertheless did not in the least influence Captain Smith: he protested against their resolutions, alledging, that his Majesty's orders should be obeyed without being drawn away by any different enterprise, and that we should steer to the south to prevent being seen by this fleet. The council of war persevered in their resolution, secretly pleased at thwarting the designs of a man whom they regarded with envy, and whose success would but give them cause to repine. The result of the deliberations of the council was an order to the six Captains to attack this fleet. We made all possible haste, with both sails and oars; and as it approached us while we made towards it, we soon came up. Our Commodore had given orders to four of the galleys to invest, if possible, and master, the merchant Ships, which was an easy matter, as such vessels are for the most part defenceless; while our galley, which was Commodore, and that of Chevalier Mauviliers, should attack, and become masters of the frigate which served for convoy. In pursuance of these dispositions, four galleys took a compass to surround the merchantmen, and cut off their entrance into the Thames, while we went directly to attack the frigate. The frigate perceiving our design, and the danger which threatened the whole, or the greatest part of the fleet, took its measures accordingly. It was an English Ship, the Captain of which had the character of being one of the most resolute, yet prudent Commanders in the British Navy; and indeed his conduct in this conjuncture did not give Fame the lie. He ordered the merchantmen to crowd all sail possible to get into the Thames, doubting not for his own part that he should be able, with his little frigate, to cut out work enough for six French galleys; and let what would be the result of the engagement, he was determined not to give out till he saw the Ships under his convoy in safety. Pursuant to this resolution, he spread his sails, and bore down upon us, as if he intended to be the first aggressor. Of the two galleys ordered to attack the frigate, ours alone was in a capacity to begin the engagement, as our associate had fallen back at least a league behind us, either because she did not sail so fast as we, or else her Captain chose to let us have the honour of

striking the first blow. Our Commodore, who seemed no way disturbed at the approach of the frigate, thought our galley alone would be more than a match for the Englishman; but the sequel will shew that he was somewhat deceived in this conjecture. As we both mutually approached each other, we were soon within cannon shot, and accordingly the galley discharged her broadside *. The frigate, silent as death, approached us without firing a gun, but seeming steadily resolved to reserve all her terrors for more close engagement. Our Commodore nevertheless mistook English resolution for cowardliness. "What," cried he, "is the frigate weary of carrying English colours, and does she come to surrender without a blow." The boast was premature. Still we approached each other, and now were within musket shot. The galley incessantly poured in her broadside and small arms, the frigate all this while preserving the most dreadful tranquillity that imagination can conceive. At last the Englishman seemed all at once struck with a panic, and began to fly for it. Nothing gives more spirits than a flying enemy: nothing was heard but boasting among our officers: we could at one blast sink a man of war: aye, that we could, and that with ease too. If Mr. English does not strike in two minutes, down he goes, down to the bottom. All this time the frigate was in silence preparing for the tragedy which was to ensue. Her flight was but pretended, and done with a view to entice us to board her in her stern, which, as being the weakest quarter, galleys generally chuse to attack. Against this quarter they endeavour to drive their beak, and then generally board the enemy, after having cleared their decks with their five pieces of cannon. The Commodore, in such a favourable conjuncture as he imagined this to be, ordered the galley to board, and bid the men at the helm to bury her beak, if possible, in the frigate. All the sailors and soldiers stood ready, with their sabres and battle axes, to execute his commands. The frigate, who perceived our intentions, dexterously avoided our beak, which was just ready to be dashed against her stern: so that instead of seeing the frigate sink in the dreadful encounter, as was expected, we had the mortification to behold her fairly alongside of us; an interview which struck us with terror. Now it was that the English Captain's courage was conspicuous: as he had foreseen what would happen, he was ready with his grappling irons, and fixed us

* There is something very striking and terrible in the appearance of a galley at the first onset. As soon as she comes alongside the enemy, the galley's whole crew, in order to strike terror, set up the most dreadful shout that can be conceived, perhaps not less terrible than the Indian war hoop. Three hundred men, quite naked, roaring all at once, and rattling their chains in the most hideous manner, cannot but impress the mind with strange emotions; they *must* have hearts well disciplined who can sustain the encounter without trembling.

close by his side. His artillery began to open, charged with grape shot. All on board the galley were as much exposed as if upon a raft ; not a gun was fired that did not make horrible execution ; we were near enough even to be scorched with the flame. The English masts were filled with sailors, who threw hand grenades among us like hail, that scattered wounds and death wherever they fell. Our crew now no longer thought of attacking ; they were even unable to make the least defence. The terror was so great as well among the officers as common men, that they seemed incapable of resistance. Those who were neither killed nor wounded lay flat and counterfeited death to find safety. The enemy perceiving our fright, to add to our misfortunes, threw in forty or fifty men, who, sword in hand, hewed down all that ventured to oppose ; sparing, however, the slaves who made no resistance. After they had cut away thus for some time, being constrained back by our still surviving numbers, they continued to pour a dreadful fire among us. Chevalier Langeron seeing himself reduced to this extremity, finding a great part of his crew either killed or wounded, was the only man on board who had courage enough to wave the flag of distress, by which he called the other galleys of the squadron to his aid. The galley which had laid astern was soon up with us ; and the other four, who had almost taken possession of the merchantmen, upon seeing our signal, and perceiving our distress, quitted the intended prey to come to our assistance. Thus the whole fleet of merchant ships saved themselves in the Thames : the galleys rowed with such swiftness, that in less than half an hour the whole six had encompassed the frigate : her men were now no longer able to keep the deck, and she presented a favourable opportunity for being boarded ; twenty-five grenadiers from each galley were ordered upon this service. They met with no opposition in coming on ; but scarce were they crowded upon the deck, when they once again were saluted *à l'Anglois*. The officers of the frigate were intrenched in the fore-castle, and fired upon the grenadiers incessantly. The rest of the crew also did what execution they were able through the gratings, and at last cleared the Ship of the enemy. Another detachment was ordered to board, but with the same success. However it was at last thought advisable, with hatchets and other proper instruments, to lay open her deck, and by that means make the crew prisoners of war. This was, though with extreme difficulty, executed ; and in spite of their firing, which killed several of the assailants, the frigate's crew were at last constrained to surrender. The officers were still possessed of the fore-castle, and still kept up as brisk a fire as before. They also were to be forced in the like manner ; which was not effected without loss. Thus was all the Ship's company made prisoners, except the Captain.

He took refuge in the cabin, where he fired upon us with the utmost obstinacy, swearing that he would spill the last drop of his blood before he would see the inside of a French prison. The rest of the English officers, who had been by this time conducted on board us, described their Captain as a man perfectly fool-hardy, as one determined to blow the frigate in the air rather than strike ; and painted his resolution in such strong colours, that even the conquerors trembled. Every person now expected to see the frigate blown up, while they themselves must share the danger of so terrible a neighbourhood. The way to the powder-room led through the cabin, and that the English Captain was still possessed of ; and had the frigate been blown up it must have been attended with the most fatal effects to the six galleys. In this extremity it was concluded to summon the Captain in the most gentle terms, and to promise him the kindest treatment upon surrendering. He only answered all this by firing as fast as he could. At length the last remedy was to be put in execution, to take him dead or alive. For this purpose, a serjeant, and twelve grenadiers, received orders, with bayonets fixed, to break open his door, and kill him if he refused to surrender. The serjeant at the head of his detachment would have soon burst the door ; but the Captain, who had expected all this, with his loaded pistol shot him through the head. The grenadiers, apprehensive of the same fate, quickly betook themselves to flight, nor was it in the power of any of the officers to prevail on them once more to renew the engagement, though seemingly so unequal. They alledged in their vindication, that as they could advance into the room but one abreast, the Captain would kill them all one after the other. Again recourse was had to gentle methods, and intreaty was used, which had at last the desired success. All this seeming resolution, this conduct, which appeared rather the effect of insensibility than prudence, was artfully assumed only to prolong the engagement till the merchant fleet were in safety ; which when the English Captain perceived from his cabin window, he then began to listen to reason : yet still to prolong the time as much as lay in his power, he pretended another obstacle to his surrendering ; he alledged it as beneath him to deliver up his sword to any but the Commodore, and desired that he would come down to receive it ; adding, that brave men should only be prisoners of each other. Accordingly a truce was agreed on till his demand should be reported to the Commodore, who sent word back by his second Lieutenant, that a commander should never quit his post or his Ship. At last the Captain gave up his sword without further parley, like a real Englishman, despising ceremony when ceremony could be no longer useful. He was now brought before our Commodore, who could not help testifying some surprise at the inconsiderable figure which had

made such a mighty uproar. He was hump-backed, pale-faced, and as much deformed in person as beautiful in mind. Our Commodore complimented him on his bravery ; adding, that his present captivity was but the fortune of war ; the loss of his Ship, the safety of the fleet entrusted to his care ; and that he should have no reason to regret his being a prisoner, since by the treatment he should receive his bondage would be merely nominal. " I feel no regret," replied the little Captain ; " my duty called me to defend my charge, though at the loss of my vessel. In what light my services may be represented to my country I neither know nor care. I might perhaps have had more honour among them by saving her Majesty's Ship by flight ; and I should certainly have more profit, as I should still be continued in command : but this consolation remains, that I have served England faithfully, nor can I feel any private loss by an action that enriches the public, and serves to make my country more happy. Your kind treatment of me may not perhaps be without its reward : though I should never have the opportunity, you will find some of my countrymen who have gratitude ; and that fortune which puts me into your power, may one day put you into theirs." The noble boldness with which he expressed himself charmed the Commodore : he returned him his sword, adding, very politely, " Take, Sir, a weapon no man better deserves to wear : forget that you are my prisoner ; but remember I expect you for my friend." There was soon, however, some reason to repent of this indulgence, as the consequences of giving him back his sword had like to have been fatal. The Captain being introduced into the cabin of the galley, beheld there Smith the traitor, and instantly knew him. England had set a price upon this wretch's head of one thousand pounds, so that he regarded every thing that was English with the utmost detestation. These two could not long behold each other without feeling those emotions which a contrast between the greatest virtue, and vice, occasions ; and the little Captain was all on fire to take vengeance for his country on its betrayer. " Perfidious man," said he, drawing his sword, " since the hand of justice cannot give you the death you merit, take it from mine ;" and at the same time he ran against him, resolved to plunge his sword into his breast. Fortunately for both, the Commodore was near enough to prevent the rashness of his conduct by taking the assailant in his arms, and stopped the meditated blow, to the great regret of the Captain, who vowed he had been better pleased with such an action than to have taken the six gallies. Captain Smith represented it to the Commodore as highly unfit that the prisoner should be in the same galley with him, and begged to remove him to another : which the Commodore refused ; alledging, that as he was his prisoner, he must remain where he was.

but that Captain Smith had his choice of any of the other five gallees for his residence.—We took possession of our prize, which was called the *Nightingale*; the name of the brave little fellow who commanded her I am not able to remember.

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TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

Blandford, 12th January 1800.

If you should think the following sketch of the character of a man so well known and admired in the Service, worthy of a place in your very interesting work, you will greatly please his friends by inserting it.

I am, Sir,

Your obedient humble servant,

CHARLES.

On the seventeenth of January, 1786, died upon the coast of *Africa*, in the discharge of his professional duty, EDWARD THOMPSON, Esq. Captain of the *Grampus*, and Commander in Chief of his Majesty's Squadron on the Coast of Africa: an officer of very distinguished eminence, and a gentleman well known in the polite and literary world. His dispositions were happy and amiable; his acquirements very far beyond mediocrity; his principles upright and firm. He had courage without pride, and was fond of liberty without licentiousness. His ambition taught him to court dangers; his resolution to surmount them: and his officers and crew, convinced of his knowledge, and admiring his generosity, were impatient to flatter his attention, by the most unequivocal marks of their submission and zeal. The elevation of his sentiments procured him admiration in every situation of life. Whilst he was liberal as a superior, he was still more so as a friend. His heart, alive to the most virtuous sensibilities, indulged in actions the most generous. To his friend he was ever ready to sacrifice his fortune and his ease: it was not slightly that he formed his opinions and he did not easily abandon them.

He had a talent for poetry; and was not insensible to the elegance of the fine arts. He wrote verse with a degree of success, and not unfrequently discovered marks of genius, that would have done credit to a more experienced writer. His judgment was solid, and yet his imagination was warm. He formed his purpose without delay, and put it in execution with ardour. He was perfectly free from duplicity. Nature intended his actions to arise from an honest impulse, and all his knowledge of the world could not seduce him into corruption. At the age of forty years he concluded an honourable career in this life; and left his relations and friends to lament his memory with an unavailing sorrow and regret.

MR. EDITOR,

WHEN foreign timber is at so very high a price, the following method of rendering home-grown equally useful as foreign wood, by Mr. JOHN CHALMERS, architect, at *Torry*, in Scotland, seems to be worthy of the attention of the Navy.

“ After cutting it down from the stock, take off the outer bark immediately, and also the inner rind clean to the wood. Cut it up to the different purposes for which it may be wanted, viz. scantlings for roofing, joistings, planks, deals, &c. and, after preparing them for the different uses for which they are intended, steep them in lime water for a few days (I mean in water in which lime shells have been slacked), or pave them over with a little of the lime along with the water when the shells are dissolved in it. The hotter it is used after the lime is slacked, the better. It will answer equally well for round trees. I have been, for these great number of years past, in use to take down and repair both ancient and modern buildings, in which a good deal of home or Scot's fir had been used in different parts of the building, but I never found one inch either rotten or worm eaten, where it was in the least connected with the lime, and kept dry. On the contrary, I found it harder, more firm and entire, than when first used.

Yours, &c.

W.

MR. EDITOR,

It was originally the custom to serve seamen with their allowance of spirits undiluted : the method, now in use, of adding water to it, was first introduced by Admiral Vernon in 1740, and obtained the appellation of *Grog*. This was a great improvement ; for the quantity of half a pint, which is the daily legal allowance to each man, will intoxicate most people to a considerable degree, if taken at once in a pure state.

The superiority of wine over spirits in any shape was so conspicuous, that towards the end of the war, the Fleets in the West Indies and North America were supplied with nothing but wine, and with a success sufficient to encourage the continuance of the same practice in future.

A CONSTANT READER.

## NAVAL LITERATURE.

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*A Missionary Voyage to the Southern Pacific Ocean, performed in the Years 1796, 1797, and 1798, in the Ship Duff, commanded by Captain James Wilson. Compiled from Journals of the Officers, and the Missionaries; and illustrated with Maps, Charts, and Views; drawn by Mr. William Wilson, and engraved by the most eminent Artists: with a Preliminary Discourse on the Geography and History of the South Sea Islands: and an Appendix, including Details never before published of the Natural and Civil State of Otaheite. By a Committee appointed for the purpose under the Directors of the Missionary Society. 4to. 520 Pages. 2l. 2s. Fine Paper, 1s 1s. Common Paper. 1799, CHAPMAN.*

THE paper and letter-press in this volume are excellent, and the charts, maps, views, &c. (thirteen in all) are well executed. The volume is divided into four parts, viz. the Introductory Discourse; directions; the Journal strictly so termed, and the Appendix.

The Introductory Discourse is calculated to extend the boundaries of the science of geography; but the history, though instructive and amusing, is, we think, too detailed. Had experience furnished the surest foundation for the important facts stated, they could only be interesting to navigators who may touch at those Islands.—The Instructions to Captain Wilson are well drawn up.—The voyagers being unable to double Cape Horn, were obliged to shape a circuitous course for some thousands of miles.

Drawing near the region of their destination, the settlement of the Missionaries in the three groups of islands, (the Friendly, the Marquesas, and the Society Islands,) is discussed and finally settled: when twenty-five of their number, including five women and two children, were sent to *Otaheite*; ten to *Tongataboo*; and two for *Santa Christiana*: at which places they were safely landed.

An exact map of *Otaheite* is given in the work: This island is situated in the seventeenth and eighteenth degrees of south latitude, and about one hundred and fifty west longitude. For the salubrity of the air, its abundance of fine



water, spontaneous productions of the soil, the rich and romantic appearances of the country, it has been denominated the Queen of Islands. Its staple commodities are the bread-fruit, cocoa nuts, hogs, fish, and fowl, in great abundance—with other plants and roots of tropical growth. The natives are unacquainted with the use of money; one of them rejected with contempt the offer of ten new guineas for an axe. Their government, if such it may be called, has some faint traces of a monarchy; they have a king by hereditary succession, under whom are a number of chiefs over the several districts. The Missionaries were daily loaded with presents. Nor was this a sudden impulse of hospitality; for when Captain Wilson returned from the Islands where the other Missionaries were stationed, at the expiration of four months, the report on the Journal runs thus: “They had, in general enjoyed good health; the natives had constantly observed the same respectful behaviour towards them as at the first; and had never failed, for a day, to supply them abundantly with all kinds of provisions.—From the little experience they had gained of the people, they supposed them teachable; and though rooted in the traditions and prejudices of their ancestors, they hoped that a knowledge of the language, and perseverance in their duty, would have a great effect upon the rising generation.”

Captain Cook's statement must have been greatly exaggerated, as appears from a comparison of the number of inhabitants in other islands in the South Sea, where the fatal distempers are not found, that are prevalent at Otaheite: his estimate is two hundred thousand; Captain Wilson says, it is no more at present than about sixteen thousand: a depopulation hardly credible.

The Appendix gives a very particular account of Otaheite—its government, ranks in society, property, priesthood, amusements, singular customs, birds, fishery, plants, trees, and shrubs.

The whole of the work is replete with good sense, abounds with curious anecdotes, and will amply repay the labour of every reader, with interest and instruction.

## Naval Poetry.

Bright-ey'd Fancy, hov'ring o'er,  
Scatters from her pictur'd Urn  
Thoughts that breathe, and Words that burn.

GRAY.

### EXTRACTS FROM A POEM

ADDRESSED TO ADMIRAL KEPPEL IN THE YEAR 1779\*.

**F**ORTH from that oozy bed, and coral cave,  
Where the great seaman found his wat'ry grave,  
Comes **DRAKE**,—whose Flag, by Glory's hand unfurl'd,  
Trac'd the first circle round th' astonish'd world—  
And the great Seaman of our later days,  
**ANSON**, who born a sunk Marine to raise,  
Reform'd our fleets, and sent them to proclaim  
Around The Globe, familiar with his name,  
His guiding genius, and his Country's fame.  
——What men soe'er her seats of council fill,  
The Brave must feel, she is their Country still;  
Let them for her the worst of perils dare,  
And never, never of the State despair!—  
Yet British Virtue, theme of noblest song!  
Strong in her fleets, and in her armies strong,  
Like the firm cement of an ancient tower,  
Defies the rage of Time, and ev'ry hostile power.  
This virtue still, the bard's peculiar care,  
Shall prompt the patriot's song, and martial pray'r:  
“Thou! God of Hosts! whose sacred breath imparts  
Valour's unclouded flame to British hearts;  
Whose hand has spread our triumphs round the globe,  
And drest the Queen of Isles in glory's gorgeous robe;  
May thy protecting spirit, still the same,  
Sustain her tott'ring on the throne of Fame!  
——With **HAWKINS**†; names by Charity confess  
The generous founders of her Naval Chest!  
The great chastisers of invading Spain;  
**HOWARD**, the leader of that patriot train;

\* The author, though a writer of great repute, published it without his name; it was printed for Fielding and Walker, price 1s. 4to. 223 lines.

† Sir Francis Drake, and Sir John Hawkins, were institutors of the Chest at Chatham. For the origin of this naval fund, see the 487th page of the *Chronicle*, volume the first.

MONSON, whose pen his own bright labours crown'd ;  
 And BLAKE, for Roman discipline renown'd ;  
 MONK, at whose tomb both Earth and Ocean weep,  
 Great in the Field ; and greater on the Deep ; —  
 Undaunted AYSUE ; SPRAG, by Dryden sung ;  
 RUSSEL, whose arm the bolts of Freedom slung  
 On that proud Gallic Fleet, which dar'd to bring  
 A Tyrant's aid to an apostate King ;  
 HERBERT, to whom the worn out Seaman owes  
 A Public Refuge, and well earn'd repose ;  
 BENBOW, whom wounds but animate to Fame,  
 Whose great soul triumphed o'er his shatter'd frame ;  
 CLOUDESLEY, ill-starr'd ! with Him \*, whose deeds remain  
 Grav'd on the conquer'd Rock of humbled Spain ;  
 And Justice prove, that Truth will ne'er depart  
 From her firm seat, the genuine Sailor's heart.  
 O Ye, our Island's pride, and Nature's boast !  
 Whose peerless valour guards, and gilds our Coast ;  
 Ye gallant Seamen, in this trying hour,  
 Remember UNION is the Soul of Power ;  
 Your injur'd Country bids you join to throw  
 Avenging thunders on your common foe :  
 Let Anger scorn the rancorous debate,  
 The low and little jars of private hate ;  
 And nobly sacrifice each selfish aim,  
 On the bright Altar of Britannia's Fame.



### DESCRIPTION OF A STORM.

*From ADRIANO, or, THE FIRST OF JUNE,  
 BY DR. HURDIS.*

SO from the shore they launch'd,  
 Bound to no port, but destin'd on a cruise,  
 A morning's cruise for fish : Pleas'd was the youth ;  
 With utmost joy he saw the wood recede,  
 Beheld his cottage dwindled to a speck,  
 Observ'd the snow-white cliffs to right and left  
 Unfolding their wide barrier to his view,  
 And felt the boat bound quickly o'er the waves,  
 Light as a cork. He took the helm, rejoic'd,  
 And right before the wind held on his course  
 Unheeding ! 'Twas in vain his busy friends

\* Sir George Rooke.

Advis'd a different course, to gain with ease  
 The shore he left. He carelessly went on,  
 And never dream'd of danger and delay  
 Never experienc'd. Fast into the waves  
 Sinks the far distant shore. The lofty cliff  
 Stoops to the water, and his hoary brow  
 At ev'ry wave seems buried in the flood.  
 And now the gloomy clouds collect A Storm  
 Comes mutt'ring o'er the deep, and hides the sun,  
 Hush'd is the breeze, and the high-lifted wave,  
 Portending speedy danger, to the shore  
 In lurid silence rolls. In tenfold gloom  
 The stormy South is wrapt, and his grim frown  
 Imparts unusual horror to the deep.  
 Now to the shore too late young Gilbert turns.  
 The breeze is sunk, and o'er the mountain waves  
 Labours the bark in vain. To the stout oar  
 The fisher and his son repair, and pull,  
 Alarm'd for safety, 'till their flowing brows  
 Trickle with dew. And oft the anxious youth  
 Looks back amaz'd, and sees the light'ning play.  
 And hears the thunder, and beholds a sea  
 Ready to burst upon him. Oft he thinks  
 Of Anna and Sophia, and of thee,  
 Much-lov'd Maria, and thy aged sire,  
 Never perhaps again to walk with you,  
 To hear you speak, to live upon your smiles,  
 Ye hapless pair ! what shall become of you,  
 No brother to defend you, and no father ?  
 But fast the storm increases. The strong flash  
 Incessant gleams upon the curling wave.  
 Round his dark throne, in awful majesty,  
 The thunder marches ; his imperious roar  
 Shakes the proud arch of heav'n. And now the show'r  
 Begins to drop, and the unsteady gust  
 Sweeps to the shore, and stoops the flying boat  
 E'en to the brink. Small distance then, my friends,  
 'Twixt life and death ; a mere hair's breadth ; and yet  
 Far, very far, appears the wish'd-for port.  
 And lo ! beneath yon rocks, now seen, now lost,  
 Buried in foam, and high, the milky surge  
 Rolls its proud cataract along the shore,  
 Access denying. To the frowning cliff



Approach not. Mark the strong recoiling wave ;  
 E'en to the base of the high precipice,  
 It plunges headlong, and the stedfast hill  
 Wears with eternal battery. No bark  
 Of forty times your strength, in such a sea  
 Could live a moment ! 'Twere enough to wreck  
 A British Navy, and her stoutest oak  
 Shiver to atoms.



## THE SAILOR.

BY MR. ROGERS.

THE Sailor sighs, as sinks his native shore,  
 As all its lessening turrets bluely fade ;  
 He climbs the mast to feast his eyes once more,  
 And busy Fancy fondly lends her aid.  
 Ah ! now, each dear, domestic scene he knew  
 Recall'd and cherish'd in a foreign clime,  
 Charms with the magic of a moon-light view,  
 Its colours mellow'd, not impair'd, by time.  
 True as the needle, homeward points his heart,  
 Thro' all the horrors of the stormy main ;  
 This the last wish with which its warmth could part,  
 To meet the smile of her he loves again.  
 When Morn first faintly draws her silver line,  
 Or Eve's grey cloud descends to drink the wave ;  
 When sea and sky in midnight darkness join,  
 Still, still he views the parting look she gave.  
 Her gentle spirit, lightly hov'ring o'er,  
 Attends his little bark from Pole to Pole ;  
 And, when the beating billows round him roar,  
 Whispers sweet hope to soothe his troubled soul.  
 Carv'd is her name in many a spicy grove,  
 In many a plantain forest, waving wide,  
 Where dusky youths, in painted plumage rove,  
 And giant palms o'er arch the yellow tide.  
 But lo ! at last, he comes with crowded sail !  
 Lo ! o'er the cliff what eager figures bend !  
 And, hark ! what mingled murmurs swell the gale,  
 In each he hears the welcome of a friend.

'Tis she, 'tis she herself! she waves 'her hand.  
 Soon is the anchor cast, the canvas furl'd ;  
 Soon thro' the whitening surge, he sprung to land,  
 And clasps the maid he singled from the world.



*TO THE EDITOR OF THE NAVAL CHRONICLE.*

By inserting the following tributes of respect to the memory of three celebrated Naval Characters, you will oblige, Sir,

Your most obedient servant,  
 WM. CASE.

*TO THE MEMORY*

OF CAPTAIN BURGESS,

LATE OF HIS MAJESTY'S SHIP THE ARDENT.

" Multis ille bonis flebilis occidit !"

THEE, gallant BURGESS! thee Britannia rank'd  
 Amongst her naval heroes : it was thine  
 Calmly to brave the fiery storm of war,  
 Thy Country's rights defend, and add fresh lustre  
 To thy Sovereign's reign ; but heaven ordain'd,  
 That thou should'st fall—in glory's bosom fall—  
 On that illustrious day, when Albion's tars,  
 By Duncan led on coast of Camperdown,  
 Claim'd 'mid the thick'ning horrors of the fight  
 Their Country's grateful love !

O ! hadst thou known  
 The issue of the combat, ere thy soul  
 This nether sphere had left, more cheerfully  
 Thy breath hadst thou resign'd, like Wolfe exclaiming,  
 " I expire content !"

—Farewel,

Thou brave Commander ! Ne'er could'st thou have died  
 More honour'd, more lamented, more belov'd,  
 For thee the tear each Seaman's cheek bedews,  
 And patriot thousands o'er thy tomb shall mourn !

TO THE MEMORY  
OF CAPTAIN WESCOTT,

WHO FELL ON BOARD THE MAJESTIC, FIRST OF AUGUST 1798.

WHILST every shore re-echoes Nelson's name,  
And recent triumphs swell Britannia's fame;  
Whilst a gald nation's Iō Pœans rise  
In grateful chorus to the vaulted skies!  
O! let the Muse lament brave WESCOTT's doom,  
And strew fair laurels o'er his briny tomb!—  
Nurtur'd in youth upon the wat'ry plain,  
He brav'd the thousand perils of the main,  
And gain'd at length a title justly due,  
The honour'd Father of his gallant crew—  
Prudence was his, and unremitting zeal,  
And mercy—prompt a captive's woes to heal;  
His Country's cause his ardent bosom fir'd,  
And in that cause he fought—he fell—expir'd!

TO THE MEMORY OF  
RICHARD EARL HOWE, K. G.

LATE LORD HIGH ADMIRAL OF GREAT BRITAIN.

ADIEU, thou vet'ran Chief! to thee the Muse  
In untaught notes her grateful meed shall pay:  
Ah! ne'er, when Valour calls, wilt she refuse  
To strike the trembling chords, to pour the living lay.  
Thou, hears'd in death, shalt hear no more  
On the vex'd deep the rocking whirlwind rave;  
Nor thunder's loudest peal, nor cannon's roar,  
E'er broke the silent Sabbath of the grave!  
Yet, bending from yon bright empyreal sphere,  
Where Bliss Eternal glads the heav'nly Host,  
O! may thy sainted spirit hover near,  
The guardian angel of our sea-girt coast!  
Lo! a bold phalanx, arm'd in Freedom's cause,  
Proud to maintain their parent monarch's laws!  
Into their souls thy godlike ardor breathe:  
Teach them on Glory's eagle plumes to soar;  
The patriot's guerdon gain, decreed of yore;  
Whilst beams of sapphire light their hallow'd brows in-  
wreath!

PHILOSOPHICAL PAPERS,  
AND USEFUL NAVAL PROJECTS.

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*BOSQUET'S Patent Measure for the better Preservation of His Majesty's Ships, and all Trading Vessels from that rapid Decay to which they are at present Subject; and for effectually avoiding the intolerable Nuisance and destructive Effects of Rats on board Ships; and also for the Prevention of Leakage, or making Bilge Water, &c. &c.; with Observations thereon. By ABRAHAM BOSQUET, Esq. Patentee, late one of his Majesty's Commissaries of the Musters.*

THE discovery of a sovereign remedy for a great evil, must ever be considered amongst the best offices which can be conferred on Society, especially where the remedy is not attended with any inconvenience or material expence.

The evils and inconveniencies hereafter mentioned have long existed, and are attended with the most destructive consequences to Ships, their provisions and merchandise, and the health of seamen.

The following simple and salutary measure is not attended with any comparatively material expence, and will, I trust, appear at first view to be adequate, in the fullest extent, to the desired end, and of course meet the approbation and adoption of this great maritime and commercial Country; if ignorance and envy, which are ever on the watch to stifle in the birth a new and useful object, do not interfere.

The rapid decay of Ships, and their perpetual repairs, are attended with an enormous expence, both to the nation and individual, and claim the most serious attention; particularly as the oak of this country, which is the best of all others, cannot much longer supply the increasing demand for it.—The waste in provisions, and other destructive effects, occasioned by rats on board Ships, are of inconceivable magnitude, and for which no remedy has heretofore occurred: six full grown rats will eat as much as a man of good appetite; and it is well known that a rat will devour nearly twice its weight in twenty-four hours, which is more than any other animal, we know of, can do; they besides generally destroy as much as they consume.

The perpetual danger and labour attendant upon leakage in Ships, cannot be prevented by caulking, or any other precaution hitherto used, though frequently the loss of the Ship is the consequence, and much injury to the cargo always ensues; nor is the foul, damp, and stagnated air in Ships, unworthy every consideration which can afford redress. To apply at once a sovereign remedy to all those evils, unattended with a single inconvenience, will, I trust, be deemed a benefit of the first National importance.



All then, that is necessary to be done for the attainment of those important objects, is the occupying or filling up the void spaces between the planks, lining, and timbers of the Ship, to which the planks are bound, with hot or melted pitch ; tempered as far as found necessary with a due yet small proportion of tar, to render the pitch less brittle, and more tenacious ; mixed with cork shavings, charcoal dust, a certain quantity of ox hair, and such other articles as would make the composition firm, adhesive, and almost everlasting : but in those parts where timbers are remote, pieces of cork wood, or slips of deal, may be introduced, which will render the less pitch, &c. necessary in those spaces, and at the same time diminish its weight. This measure will effectually prevent rats from finding an habitation on board Ships ; as these recesses are their strong hold, where they cannot be come at, or annoyed, and where they carry their plunder, breed, die, and rot ; the bad effects of which are too often sensibly felt. To this composition rats have an aversion, and never touch it in any manner if they can avoid it.

The Composition being run in hot between the timbers, &c. at certain stages, as the planking and lining are put on, or carried up, will insinuate itself into every crevice or minute space, where even air or water could find a place, from the gunnel to the keel. The operation may be performed with great expedition and facility, as well on Ships already built, as on those building.

How far these spaces, being so filled up, may stiffen the Ship, I know not ; but I think, that the interior parts, in which the nails, pins, bolts, and trunnels are inserted, as well as these themselves being much longer preserved from decay, they must not only maintain their strength and soundness, but retain their holds, and remain firm and unshaken in the timbers to a much greater extent of time, and of course the Ship maintain her stiffness in consequence thereof ; but, to a certainty, it will have the important effect of wholly preventing bilge water and small leaks, which result from straining, want of caulking, &c. &c. and perhaps render caulking altogether unnecessary.

This Composition will have the effect of so much ballast, in the best position in which ballast could be placed, as it will nearly occupy the centre of motion ; and in case of the Ship filling by any accident, would operate as a buoyant body in the Ship, and occupy the receptacle of several tons of water, which would otherwise find place between the timbers.

This measure will most essentially conduce to keep Ships sweet and dry, and effectually preserve the planks, timbers, &c. perhaps to a double extent of time from that decay, to which they are at present

subject ; occasioned by the injurious effects of the water, which is at all times disposed to insinuate itself, rotting the pins, iron bolts, trunnels, &c. passing through the lining, to the injury of the cargo, in contact therewith, leaving a damp and slimy matter behind, and rendering the air in those spaces, already foul, of the most noxious quality ; and which no ventilation can, even for the moment, sufficiently purify. It will also, I believe, be obvious that foundering can rarely happen to Ships so fortified, not only because their sides will be nearly as staunch as if there was not a joint or seam throughout, but even in case of a bad leak at any time finding its way into the Ship, it would be at once discovered, as it could not drip down between the planks and lining ; but of course would shew itself at the part admitting the water : I am of opinion, that Ships in general would not make a quart of water, where they at present receive a ton.

This Composition, being light, firm, elastic, and adhesive, will yield with the planks, timbers, &c. in all dispositions to warp or strain ; and thereby prevent the Ship making water at her seams, when she might otherwise fill.

[To be concluded in our next.]



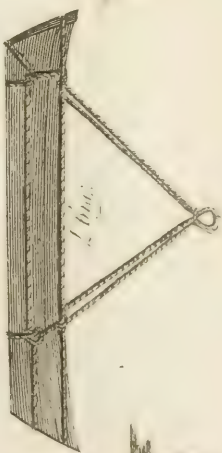
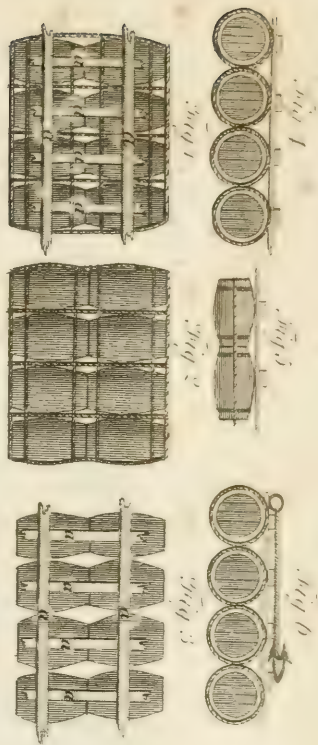
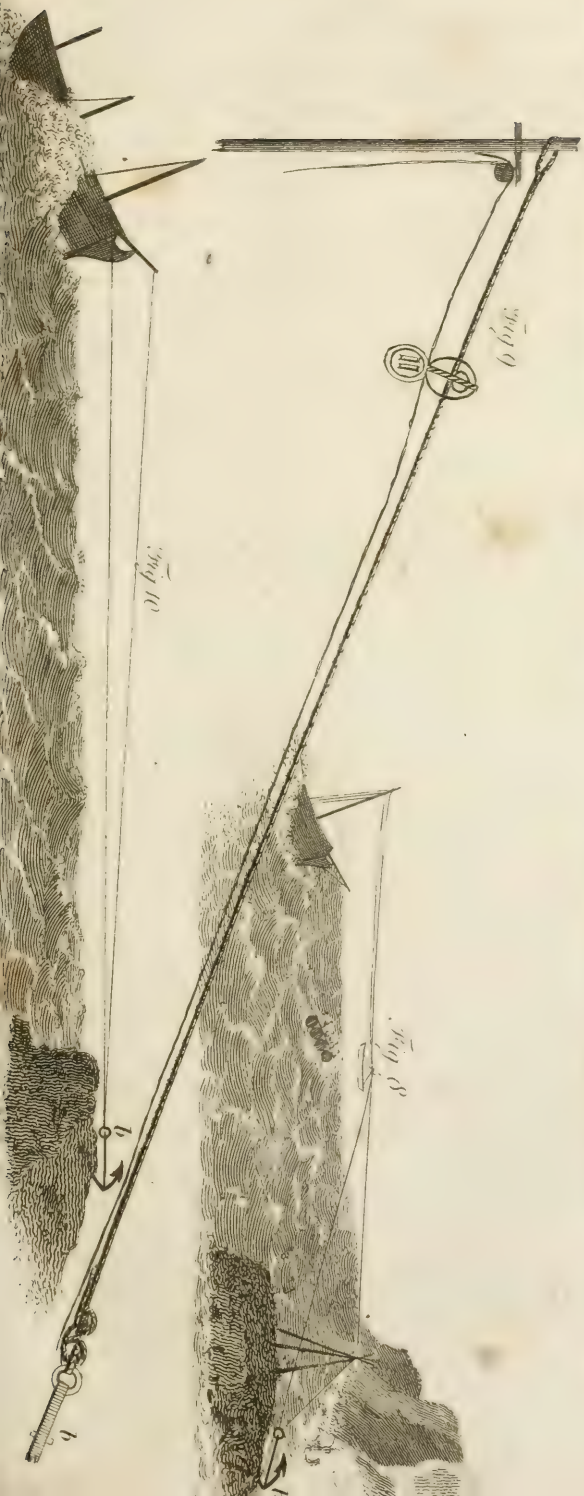
*Description of a Method proposed for saving the Lives of the Crews of Ships wrecked on Uninhabited Coasts.*

SUPPOSE a wreck to happen on some inhospitable shore, where there are none to assist or witness the distress of the Ship and her crew, it is in vain that any mode be adopted to convey on shore a rope, since there is no method of securing it when there. To surmount this difficulty is the object of my plan.

Fig. 1. represents a floating stage, or raft, composed of several of the largest empty water casks, lashed together in the manner shewn, and further secured by deals nailed thereon, as described by *a a a a a* Fig. 1. and 3. affording additional strength, at the same time making a more convenient stage for the men, or whatever may be stowed thereon.

Fig. 2. and 3. shew the manner separately of securing the casks ; 4, 5, and 6, side and end representations of the stage, with an anchor stowed on Fig. 6.

When the stage is completed, I propose it should be manned with as many hands as it will with safety bear, and sent on shore, where (being a lee shore) there is little doubt but it will soon arrive ; and from the form of the casks there is not that chance of sudden destruction which must inevitably attend boats, when by this resource they may be preserved for future service.







It will be necessary to construct two of those stages, one for the men, the other for the reception of an anchor, as shewn by Fig. 6; which anchor I intend for the purpose of securing the hawser, which is to be the means of preserving the remainder of the crew, as shewn by Fig. 8, 9, and 10, *b b b*.

Supposing the anchor, and as many men as may be thought requisite, to have attained the shore, let them proceed in the best manner that circumstances will permit, to place the anchor behind some piece of rock, or in such manner as they, from their situation, may see proper. In the mean time, let the hands on board throw over another single cask, to which must be securely attached a small rope; which being conveyed to land by the cask, and its inner end made fast to the principal cablet, or hawser, will serve for the men on shore to have it from the Ship; then let them instantly proceed to bend it to the anchor, and the hands ordered to secure it there.

If the distance from the Ship to the shore is so great as to require more hawsers than one, they should if possible, be spliced together with a long splice, in order to admit of a block traversing thereon, as shewn by Fig. 9.

I now suppose an hawser on shore, and securely fixed; but as it would be productive of greater advantage by being elevated as much as possible above the water, I propose, that the end on board be made fast, and extend from the mast-head, as shewn by Fig. 9, unless she should unfortunately have lost her masts; in which case let it be made fast to the bowsprit-end, or highest part of the Ship, as shewn by Fig. 10. In addition to its elevation on board, I would propose its being raised on shore as soon as circumstances will admit, by means of sheers composed of such spars, &c. as may have been washed on shore, or otherwise conveyed there.

By the method here described, I have little doubt but it may be practicable not only to convey on shore with safety all the men, but likewise such part of her stores as may be most desired, if not the whole, even the guns, &c. If the distance from the shore is not too great, by means of a couple of blocks, as described by Fig. 9; the upper, a single block to run upon the hawser; the lower, a double block: by this means, the boats may be conveyed to land in safety, by slinging them, as described by Fig. 7 and 8. The blocks should have a small rope attached to them, to serve as an in and out hawler.

As the rotundity of the casks may cause the lashing to become slack in some parts, would recommend its being secured by a few staples, where it may appear requisite.

Should the rope used to preserve the men, &c. be too large to admit a single block upon it, capable of bearing the greatest weight, such as

guns, &c. the jib traveller may be substituted ; the only inconvenience attending it will be friction, which should be avoided as much as possible in favour of ease and expedition. However, those are expedients better pointed out by the necessity for adopting them than by supposition.

Should the wreck happen on an inhabited coast, the same mode of preservation may be adopted, because a heavy sea on a lee shore must inevitably destroy every boat that ventures towards it ; but the destruction is not so likely to happen to the casks, they being better enabled, from their construction, to repel or sustain every shock : the most convincing proof of which is, the number of casks, both empty and full, which are daily taken up along the coast perfectly sound. And even should they be finally destroyed, it is of less consequence than the boats, which by being preserved will ultimately prove an invaluable acquisition.

As there is always a sufficient quantity of old and new cordage on board, and other materials for the construction of those stages, no additional expence is incurred thereby. But should I be so fortunate as even to have afforded an hint towards effecting the desirable end, would farther offer as an improvement the following suggestion, in order to remove a difficulty which might arise from there not being any single blocks on board sufficiently large to receive the hawser, or support the burthens which may be suspended from it.

That there be provided for the use of the Navy a machine, as described by Fig. 11, which is both simple in its construction, and of trifling expence, when compared to its utility. One is sufficient for each Ship. The sheave may either be of wood or iron ; but in my opinion the latter is preferable.

I would farther recommend, that the required hawser be secured to the mast-head, or elsewhere, upon the *first* appearance of approaching danger, as it will save time and confusion should the dreaded event take place ; and the preparation cannot be thought unnecessary, should Providence kindly avert the danger.

Care must be taken to secure the bung-holes.

The largest casks are called leagers, and are of the following dimensions :

|                         | <i>Feet. In.</i> |   |
|-------------------------|------------------|---|
| Length - - - - -        | 4                | 6 |
| Diameter of Bouge - - - | 3                | 0 |
| Chine - - - - -         | 2                | 5 |

by which it is easy to compute the number of casks required to make a stage sufficiently extensive to answer any purpose whatever.

## Gazette Letters.

ADMIRALTY-OFFICE, SEPT. 21.

*Copy of a Letter from Admiral Lord Duncan, Commander in Chief of his Majesty's Ships and Vessels in the North Sea, to Evan Nepean, Esq. dated the 19th instant.*

SIR,

I TRANSMIT, for the information of my Lords Commissioners of the Admiralty, a letter from Captain Ommanney, of his Majesty's sloop *Busy*, giving an account of his having, with his usual alacrity, captured and sent in here *Le Dragon*, French lugger privateer, of 16 guns, belonging to Dunkirk.

I am, Sir, &c.

DUNCAN.

MY LORD,

*His Majesty's Sloop Busy, Yarmouth Roads, Sept. 18.*

I have the honour to inform your Lordship, that on the 16th inst. I perceived a lugger running close along the Dutch coast, and after a short chase drove her so close in shore, that she was anchored in the midst of a very heavy surf, about five miles to the southward of Egmont. Upon anchoring his Majesty's sloop close alongside of her, the colours were struck; and though I scarcely entertained a hope of saving her, by the skill and good management of Mr. Dewmat, the First Lieutenant, she was speedily got off. Ten of the crew of the lugger, to effect their escape, took to the boat, eight of whom were drowned by the violence of the surf. She is named *Le Dragon*, commanded by Citoyen Liard, mounts two twelve-pound carronades, and fourteen long four-pounders, eight of which were thrown overboard. She was returning to Dunkirk from the Coast of Norway.

J. A. OMMANNEY.

*Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated the 17th instant.*

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, a letter I have received from Captain Brenton of his Majesty's sloop *Speedy*, giving an account of the capture of three Spanish armed vessels.

ST. VINCENT.

MY LORD,

*Speedy, Gibraltar, Aug. 21, 1799.*

I have the honour to inform your Lordship, that on the 9th inst. in company with the Defender British privateer, of Gibraltar, of fourteen guns, we captured the Spanish armed vessels, as per margin \* after an action of two hours and an half. Upon seeing us they ran into a small sandy Bay, five leagues to the Eastward of Cape de Gatte, and moored in a close line, within a boat's length of the beach: we engaged them an hour and three quarters under sail, before we could gain soundings, although not more than a cable's length distant from the rocks; but finding the enemy had much the advantage, from our constant change of position, I determined to push for an anchorage, and was fortunate enough to effect one within pistol-shot of the centre vessel: after three quarters of an hour close action, the Spaniards took to their boats, cutting the cables of two of the vessels, which drove on shore; they were, however, all brought off by our boats, under a constant fire of musquetry from the hills.

The privateer, having but twenty-two men, was obliged to stand out to procure assistance from a boat she had in the offing, and could not reach the anchorage till the conclusion of the action. The conduct of her Commander was highly meritorious throughout, and must have considerably accelerated the event. The Officers and men under my command behaved in such a manner as would have insured our success against a more formidable enemy.

The *Speedy* had but two men wounded, the *Defender*, one, neither dangerous. We found two men dead on board the Spaniards. The remainder of their crews escaped on shore.

JAH. BRENTON.

\* Santo Christo de Gracia, eight guns, six and nine pounder.

Name unknown, ten guns, six and nine pounderss.

Name unknown, four guns, sixes.

*Copy of a Letter from Admiral Sir Hyde Parker, Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Evan Nepean, Esq. dated the 26th of June. 1799.*

SIR,

I herewith transmit you, for the information of the Right Honourable the Lords Commissioners of the Admiralty, an account of privateers, armed and merchant vessels, captured by the squadron under my command since my last returns, dated the 1st instant, by his Majesty's ship *Camilla*, which you will be pleased to lay before their Lordships.

H PARKER.

*An Account of Armed and Merchant Vessels captured and destroyed by the Squadron under my Command, since my last Returns, dated the 1st of June 1799, by his Majesty's Ship Camilla.*

*Armed Vessels.*

L'Esperance French sloop letter of marque, of four guns, fifteen men, and sixty tons, laden with sugar, coffee, and cotton; taken by the *Aquilon*.

L'Horisen French sloop, of two guns, sixteen men, and thirty-five tons, laden with provisions and dry goods: taken by ditto.

A Spanish man of war brig, pierced for eighteen guns, only two on board, forty days from Corunna, and three from Trinidad, in the island of Cuba, bound to Havannah, sailed with a mail and dispatches from Corunna, with a cargo of sugar on board; taken by the *Alarm*.

Virgin del Carmen, a Spanish xebec, of two guns, sixteen men, and eighty tons, from La Vera Cruz, bound to Cadiz, laden with cochineal and sugar; taken by the *Greyhound*, in company with the *Solebay* and *Echo*.

Sarmathe French schooner, of eight guns, (pierced for sixteen,) sixty-nine men, and one hundred and thirty-nine tons, from St. Thomas, bound to Jack-mel, laden with provisions and dry goods: a fine new vessel; taken by the *Diligence*.

Santa Dorval a Spanish packet, of four guns, twenty-two men, and eighty-six tons, from La Vera Cruz, bound to Havannah, commanded by Don Joseph Bonafacio: a Lieutenant in the Spanish navy; taken by the *York*, in company with the *Carnatic*, *Alarm*, *Thunderer*, and *Volage*.

Felice Spanish schooner, of fourteen guns, and eighty men, commanded by Don Bogra Negre, in the service of the King of Spain, from Campeachy, bound to Havannah; taken by the *Alarm*, in company with the *Hannibal* and *Thunderer*.

*Merchant Vessels.*

A Spanish brig, from New Orleans, bound to Havannah, laden with indigo and tobacco; taken by the *Alarm*, in company with the *Carnatic* and *Thunderer*.

Columbia, a schooner, under American colours, from Jamaica, taken going into Havannah, laden with pork, flour, and dry goods: taken by the *Alarm*.

A Spanish schooner from Campeachy, bound to Havannah, laden with leather, was under the convoy of a King's schooner (before mentioned); taken by the *Alarm* in company with the *Hannibal* and *Thunderer*.

A Spanish schooner from Providence, bound to Campeachy, laden with dry goods; detained by ditto.

Schooner *Venus*, under American colours, taken at anchor under the Tables of Mariel, bound to Havannah, laden with sugar, Spanish property, and no papers, taken by the *Hannibal* and squadron.

An American ship named *Miana*, from New York, bound to La Vera Cruz, laden with brandy and dry goods; amongst the latter were found several bales of canvas under the denomination of *Sans Nom*; taken by the *Hannibal*.

Spanish schooner *Conception*, 121,000 dollars on board, from La Vera Cruz, bound to Havannah; the master an ensign in the Spanish navy; taken by the *Greyhound*, *Solebay*, and *Echo*.

A Spanish brig named *Campeacheana*, from Campeachy bound to Havannah, laden with logwood; taken by ditto.

Ship *Adventure*, under American colours, from Campeachy bound to a market, laden with logwood; suspicious papers: detained by ditto.

A Spanish schooner, from Campeachy, bound to La Vera Cruz, laden with salt; burnt by the *Solebay*.



A Spanish schooner, laden with mahogany ; sunk by the *La Magicienne*.

A Dutch sloop, laden with wood, from Bonair, bound to Curacao ; destroyed by ditto.

Golute Zeeker, a Dutch schooner, laden with provisions, from Curacao bound to Acquain ; taken by ditto.

Nostra Senora del Carmen, a Spanish brig of 170 tons, from Maracaibo to Carthagena, laden with cocoa, hides, and sa t ; taken by ditto.

A Spanish schooner of 35 tons, from Maracaibo bound to Carthagena, laden with cotton ; taken by ditto.

Santa Trinidad, a Spanish schooner of 70 tons, from St. Domingo, bound to Acuba, laden with wine and sundries ; taken by ditto.

Iphigenia, a schooner under Danish colours, laden with dry goods and provisions ; taken by ditto.

Three French sloops (names unknown), laden with coffee ; taken by ditto.

A French sloop laden with tar ; sunk by ditto.

American brig New York Packet, from Charlestown, bound to La Vera Cruz, laden with brandy and wine ; Spanish property ; taken by the *Holebay*.

A schooner under American colours, from St Jago de Cuba bound to Philadelphia, laden with sugar and coffee ; Spanish property ; taken by the *Maidstone*.

A Spanish settee, from La Vera Cruz bound to Cadiz, laden with sugar ; taken by the *Meleager*.

A French schooner, laden with fustick and tobacco ; cut out of Agvada Bay by the *Trent*.

Sloop Alexander, under Danish colours, of 50 tons, cargo 82,000 pounds of coffee ; taken by the *Aquilon*.

French schooner General Bonaparte, laden with brandy and wine ; taken by the *La Legere*.

A Spanish schooner, from Providence bound to Port au Plat, laden with dry goods ; taken by ditto.

Schooner Two Friends, under American colours, from Africa bound to Havannah, laden with slaves ; detained by ditto.

French schooner La Felicite, laden with coffee ; taken by the *Surprise*.

A French sloop, laden with flour ; taken by ditto.

A small French boat, destroyed by ditto.

A French schooner rigged boat, from Port au Paix bound to Gonaives ; scuttled by the *Albicare*.

An English brig named Adventure (had been captured by a Spanish settee privateer, mentioned in last returns), laden with lumber ; retaken by ditto.

A Dutch schooner, laden with provisions ; taken by the *Diligence*.

(Signed)

H. PARKER.

ADMIRALTY OFFICE, SEPT. 21, 1799

*Copy of a Letter from Vice Admiral Harvey to Evan Nepean, Esq. dated on board his Majesty's ship Concorde, Basseterre Road, St Christopher's, 27th July, 1799.*

SIR,

You will please to acquaint their Lordships, that since my letter to you of the 21st ult the following vessels have been captured from the enemy by the ships and vessels of his Majesty's squadron under my command, as against their several names expressed.

By the *Lapwing*—A small Spanish tartanne, from Cadiz bound to Vera Cruz, having on board 350 cases quicksilver, with some dry goods.

By ditto—The French schooner privateer La Felicite, belonging to Guadaloupe, laden with dry goods and salt.

By the *Concorde*—A French schooner letter of marque, of 4 guns and 22 men, from Guadaloupe to St. Thomas laden with sugar, coffee, and cotton.

By the *Unite*—A Spanish brig letter of marque, of 6 guns and 30 men, from Cadiz to Vera Cruz, laden with wine and dry goods.

By the *Hawke*—A Spanish brig letter of marque, of 6 guns and 23 men, from Malaga to Vera Cruz, laden with dry goods and wine.

By the *Southampton*—A small Spanish tartanne, from Cadiz bound to Vera Cruz, having on board 350 cases of quicksilver, and some dry goods.

HENRY HARVEY.

ADMIRALTY OFFICE, SEPT. 24.

*Copy of a Letter from Andrew Mitchell, Esq. Vice Admiral of the Blue, to E. Nepean, Esq. dated on board his Majesty's Ship Isis, near the Vleiter, Sept. 20, 1799.*

SIR,

I beg leave to transmit, for the information of my Lords Commissioners of the Admiralty, the inclosed extract of a letter I received from Captain Portlock, of his Majesty's sloop Arrow, giving an account of the capture of a ship and brig of superior force. The gallantry and good conduct displayed on the occasion by Captains Portlock and Bolton, their Officers and ships' Companies, merit my highest praise and thanks.

A. MITCHELL.

SIR,

I have the honour to state to you, that in obedience to your order of the 9th instant, I immediately got under weigh, accompanied by the Wolverine, and proceeded on the service you did me the particular honour to entrust to my care.

On the evening of that day, the tide of flood being done, we anchored abreast of the Texel, and on the afternoon of the following day we anchored on the edge of the Flack or Flat, abreast of Wieringen: at this anchorage I found it necessary to lighten the ship, which was very speedily done, bringing her from twelve feet eight inches to twelve feet, and on the day following we turned over the Flack, carrying shoal water from one side to the other. On the morning of the 12th inst. we weighed again, and proceeded on for the Fly Island, on approaching which we saw a ship and brig at anchor in the narrow passage leading from the Fly Island towards Harlingen: it was soon perceived they were vessels of force, and bearing the Batavian Republic colours; we approached, the British and ancient Dutch colours flying together, until within half gun shot of the brig, she being the nearest to us, without either of them changing their colours; the Dutch colours were then hauled down, and I made the signal to engage the enemy as coming up with them, meaning the Wolverine to engage the brig and to pass on to the ship myself.

Captain Bolton anchored his ship in the most masterly and gallant manner, and just in the position I could have wished, which was on his weather quarter, at a quarter of a cable distance, and so as to have enabled me, had it been necessary, to give the enemy a broadside in passing, without annoying the Wolverine, and after heaving on his spring until his broadside bore on the brig, fired one shot just to try his disposition, upon which the enemy fired three guns to leeward and hauled down his colours.

I made the signal for the Wolverine to take charge of the prize, and desired the Officer sent on board to send her pilot to conduct the Arrow to the ship, (my Dutch pilots having declined the charge) and requested of Captain Bolton to follow me to the Jetting Passage, where the ship lay, and then pushed on towards her. We had to turn to windward towards the enemy against a strong lee tide, which retarded our progress much; she lay with springs on her cables, and her broadside opposed directly to our approach, and for twenty minutes before we could bring a gun to bear with effect on her, annoyed us very much, and cut us up a good deal in the hull, sails, and rigging; but after bringing the ship up by the stern and head in a very narrow passage at about a quarter of a cable from him, the contest became smart, but was short, for she struck in about fifteen minutes after we commenced our fire upon her, and just before the Wolverine which was pressing in the most gallant manner to my aid) came up.

I sent my First Lieut. to take possession of her, and found her to be the Batavian Republic guard-ship De Draak, commanded by Captain-Lieutenant Van Esch, mounting 24 guns, 16 of them long Dutch eighteen-pounders, two long English thirty two pounders, six fifty pound howitzers, and 180 men. From the howitzers I rather suppose Langridge was fired, as several pieces of iron were picked up in the ship after the action was over. Our loss in killed and wounded considering the length of time we had to advance on her under every disadvantage, such as being exposed to her raking fire for about twenty minutes, working ship in a very narrow navigation, shortening sail, and anchoring) is very small, having only to lament at present the death of one brave man; there are nine wounded, some of them badly, and myself slightly in the left knee.

The loss of the enemy I have not as yet been able to ascertain; two dead and three badly wounded were found on board her, and from the appearance of great quantities of blood, &c. covered with tarpaulins, which Capt. Bolton discover-

ed, I am led to think has been very considerable : indeed some of them confess that a number of them were put into a boat and sent to Harlingem immediately upon the ship striking ; and from the number they at present muster not agreeing with the establishment, I am induced to believe that was the case.

On my going on board the *Draak* I found that she had been built for a sheer hulk, and converted into a guard ship, extremely old ; her masts and rigging very much cut, and the vessel altogether unfit for his Majesty's service, determined me to destroy her. I therefore directed Capt. Bolton to perform that duty, which he did effectually by burning her. This service performed, we weighed and proceeded towards the Fly Island, at which place we anchored on the 15th instant. I immediately sent Capt. Bolton to take possession of the Batavian Republican ship the *Dolphin*, riding at anchor close to the town of the Fly. She had on our anchoring hoisted the Orange colours, and the same step was taken on the island. A person came off from the municipality, desiring him to surrender the island to the Government of the Prince of Orange ; and I have the honour to request you will be pleased to direct some persons to be sent as soon as convenient to take upon themselves the arrangement and management of civil affairs in the island.

The island of Scheling has not yet adopted the same step ; I shall therefore, if it meets your approbation, take the necessary steps to induce them to do it.

To the Captains and Officers I have given paroles, which measure I hope will meet your wishes. The prisoners from the ship and brig, amounting to about two hundred and thirty, I have put on board the *Dolphin* until I know your pleasure respecting them (I think they will mostly volunteer for the Prince's service ; the command of which ship I have given (until your pleasure is known) to Lieut. McDougal of the *Wolverene* ; this Officer, from his zeal at all times, from Captain Bolton's report, (but particularly so on the service we were at present employed) I think, Sir, will merit your protection ; and now, Sir, permit me to have the honour of expressing to you the sentiments of gratitude I feel at the conduct of all those employed under me in this little expedition ; each individual has behaved well. To Captain Bolton, his Officers and ship's company, I am particularly indebted for the gallant manner in which he pushed ship on in attempting our assistance : indeed I cannot but acknowledge the greatest obligations to Capt. Bolton for his counsel at all times.

To the Officers of every description, Seamen and Marines of the *Arrow*, I cannot sufficiently express my approbation of their cool and determined bravery ; they acquitted themselves as Britons ; to Mr. Gilmour, my first Lieutenant, the greatest praise is due for the prompt manner in which he caused my orders to be executed in bringing the ship to an anchor under a heavy fire from the enemy ; I therefore take the liberty of recommending this zealous good officer to your protection ; he is an old follower of mine, has been two voyages round the world with me, and was one of the three young midshipmen that remained with Lieut. Riou during the distress of his Majesty's ship *Guardian* ; I therefore hope my Lords Commissioners of the Admiralty will deem him worthy of promotion. I have given him the temporary command of the Batavian Republican brig *Gier*, and shall send her round to the *Texel* as soon as possible.—She mounts fourteen long Dutch twelve pounders, with a complement of eighty-men. She is a most complete vessel, quite new, copper bottomed, well found, and never yet at sea, and in every respect fit for his Majesty's service, only wanting men. I mean to take four of her guns out for the purpose of arming four sloops to act hereabouts, either on the defensive or offensive.

*Statement of the British and Dutch force.*

BRITISH.—40 guns and 180 men. DUTCH.—54 guns and 380 men.

ADMIRALTY-OFFICE, SEPT. 28.

*Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the White, &c. to Ewan Nepean, Esq. dated the 24th inst.*

SIR,

I enclose for the information of the Lords Commissioners of the Admiralty, a letter I have received from Captain Digby, of his Majesty's ship *Alcmene*, giving an account of the capture of a Spanish ship and brig, laden with naval stores for the arsenal at Ferrol, and a French sloop from St. Domingo.

I am, &c. &c.

ST. VINCENT.



MY LORD, *His Majesty's ship Alcmena. River Tagus, 30th July, 1799.*

I have the honour to acquaint you that I stood into the harbour of Vivero, on the 18th inst. towards sunset, and running between two Spanish vessels at anchor, distant from each other near two cables length, I sent Lieutenant Warren and Oliver with parties armed to board them and make out, which service they executed in a spirited and masterly manner. On their appearance under sail, two forts and a detached gun opened round us, which I returned; the heavy smoke of my guns, and day closing, prevented the enemy directing theirs to effect.

One of the prizes named *La Felicidad*, a ship between 7 and 800 tons, pierced for 22 guns, is loaded with hemp, a few lower masts and ship timber; the other named *El Bizarro*, a brig near 400 tons, with ship timber and iron, both bound to the arsenal at Ferrol.

I am obliged to Mr. Hammond, commanding the *Phoenix* privateer lugger of Jersey, for the intelligence; he followed in, and gave every assistance to the prizes. On the 25th inst I sent him in chase, and he captured a French sloop from St. Domingo, bound to Bourdeaux.

I have the honour to be, &c.

H. DIGBY.

ADMIRALTY-OFFICE, SEPT. 30.

*Copy of a Letter from A. Mitchell, Esq. Vice Admiral of the Blue, to E. Nepean, Esq.*  
SIR, *Babet, Enkhausen Roads, Sep 1. 24.*

I have the honour to acquaint you, for their Lordships' information, that the weather having moderated on the 21st inst. I shifted my flag to the *Babet*;—though blowing a gale of wind the day before, Captain Mainwaring, by his great exertions, had lightened her sufficiently for the pilot to take charge, and the Captains of the bomb vessels made equal exertions for the same purpose, having lightened their respective ships to 12 feet 8 inches; I left the *Isis*, *Melpomene*, and *Uno* with yards and topmasts struck, having taken all the seamen and marines that could be spared from them, with Sir C. Hamilton, Captains Dundas and Oughton, and a proper number of officers in large schuyts to assist me in the expedition; about ten we weighed in the *Babet*, accompanied by the four bombs, *L'Espiegle* and *Speedwell* brigs, and *Lady Anne* lugger, and *Prince William* armed ship.

We fortunately had a fair wind, which raised the tide considerably over the flats, though in many parts we had only 12 feet 6 inches. On our approaching *Medenblic* at noon, I made the signals for the *Dart* and *Gun* brigs to weigh and join me; and at three P. M. I anchored with the squadron off *Enkhausen*, and a boat came off with four men wearing Orange cockades; in consequence of which I went on shore attended by the Captains; we were received by all the inhabitants with every testimony of joy at their deliverance from their former tyrannical government, and in the highest degree expressive of their loyalty and attachment to the House of Orange.

I proceeded to the *Stadthouse*, and having summoned all the old and faithful *Burgomasters*, who had not taken the oath to the *Batavian Republic*. I instantly reinstated them, until his Highness the *Hereditary Prince of Orange's* instructions were received; to whom, and to his Royal Highness the *Duke of York*, I immediately sent an express, and at the same moment summoned before me and dissolved the *Municipality*, amidst the joyful acclamations of the inhabitants around the *Stadthouse*, part of them at the same time cutting down the tree of liberty, which they instantly burned; all of which was done in the most loyal, quiet, and regular manner.

I have detached *Capt. Boorder*, in the *Espiegle*, with the *Speedwell*, to scour the coast from *Steveren* to *Lemmer*; but previous to his going on that service I sent him to *Steveren*, to bring me intelligence of the disposition of the inhabitants, he returned yesterday morning with the pleasing information of their having hoisted the *Orange* colours, and most of the neighbouring towns had done the same, and the inhabitants joyfully complying with the same terms at *Enkhausen* and *Medenblic*; I have likewise detached the *Dart*, with two gun brigs to cut off the communication with *Amsterdam* and the towns in *East Friesland*, that have not returned to their allegiance.

Our appearance in the *Zuyder Zee* with such an unexpected force has had a most wonderful and happy effect, and given the greatest confidence to those well disposed to the House of Orange.

I shall not lose a moment's time in moving forward, when the wind and tide will permit, to complete, as far as lays in my power, what is finally intrusted to my charge.

I have the honour to be, Sir,

A. MITCHELL.



## Naval Courts Martial.

A COURT MARTIAL was held on board the *Gladiator*, at Portsmouth, on Lieutenant THOMAS VANTHUSEN, of the *Sophie*, for going forward, after a man had been punished, among the ship's crew, and saying publicly in the hearing of the people, "If I was the ship's company I would be damned if I would not write against the Captain. I have taken an account of every man that has been flogged since I have been in the ship."—The charge being fully proved, he was sentenced to be dismissed his Majesty's service, and rendered incapable of serving his Majesty, his heirs, or successors.

A Court Martial was likewise held on board the same ship, on Lieutenant HARFORD, first of the *Arethusa*, on a charge of throwing some tea at Lieutenant ASKEW, a young officer belonging to the same ship; and the sentence of the Court was, that Mr. Harford should be dismissed his Majesty's service.—The altercation which led to the assault happened one morning at breakfast.—It is a public misfortune when private quarrels deprive the country of the services of any brave man. As a proof of the estimation in which Mr. Harford was held by the sailors, we need only mention, that a short time since, the ship's company of the *Arethusa* presented him with an elegant sword, and a pair of richly mounted pistols.

*Plymouth, Jan. 10.* A Court Martial was held on board the *Cambridge* flag ship in Hamoaze, on Captain SEARLE, his officers, and ship's company, for the loss of his Majesty's frigate, the *Ethalion*, on the Saints Rocks, December 25, 1799.

After an impartial investigation of the existing circumstances, the Court most honourably acquitted Captain Searle, his officers, and crew. It appeared that the accident was occasioned by an unusual course of tide, and but little wind; that every exertion which skill and zeal could effect was made by Captain Searle and his officers, and the utmost discipline and subordination was observed by the ship's company, so highly honourable to British seamen in times of danger. The *Ethalion* was stationed off the Saints, to preserve the line of cruisers watching the enemy's ports.

Lieutenant SHORT, of the *Contest* brig, has been tried by a Court Martial at the Nore, for the loss of that vessel off the coast of Holland, and honourably acquitted.

On the 15th instant a Court Martial assembled on board his Majesty's ship *Glutton*, in Yarmouth Roads, for the trial of Lieutenant JAMES WATSON, his surviving officers and crew, for the loss of his Majesty's vessel the *Mastiff*, by striking the ground, on or near the Cockle Sands, as she was proceeding towards the Northern Passage from Yarmouth Roads, bound to Leith. When, after a minute investigation into the cause of the loss of the said vessel, and examining the several witnesses respecting the conduct of Lieutenant Watson, his Officers and Crew, the Court was of opinion, that no blame whatever attached to them.

*Portsmouth, Jan. 21.* A Court Martial was held on board his Majesty's ship *Gladiator*, in this harbour, on Captain TOTTY, of his Majesty's ship the *Saturn*, for running on board the *Prince*. The Court after enquiring into the circumstances, delivered the following sentence:—"That the two ships being on board each other was caused by the extreme darkness of the night, and other circumstances, in which no blame was imputable to the said Captain Thomas Totty; but that his conduct was that of a diligent, careful, and good officer, and did adjudge him to be acquitted.

A Court Martial was held the same day on board the said ship, on the Carpenter of his Majesty's ship *St. Fiorenzo*, Captain Sir H. NEALE, for drunkenness and neglect of duty. The charges being proved, he was dismissed the ship.

Two Courts Martial were held at Sheerness the 22d instant, on board the *Circe*: one on JAMES TESTER, seaman on board the *Alkmaar*, for striking the Boatswain's Mate of that ship, when on duty, and he was sentenced to be hanged, but in consideration of his excellent character, recommended to mercy; the other on a seaman belonging to the *Trusty*, for desertion. He was sentenced to receive fifty lashes.

## MONTHLY REGISTER

OF

Naval Events.

Captain SEARLE's Narrative of the Proceedings on board his Majesty's Ship the *Ethalion*, from the Evening of the 24th of *December*, 1799, till the Moment in which the Captain and Officers were under the painful Necessity of quitting her.

AT four P. M. Point Le Cheure bore S. E. by E. three or four leagues, standing off and on off St. Matthews, with an intention of beating to windward in the morning, to reconnoitre the position of the enemy's fleet: a service I was particularly anxious to perform, as I knew no opportunity had occurred for that purpose since the 18th of December, when the *Fisgard*, *Ethalion*, and *Sylph*, were all driven off the coast by a hard gale of wind; and I knew the *Fisgard* could not have regained her station at that time. At eight o'clock I gave the usual and necessary directions and precautions, to the officer of the watch, and to the pilot, for keeping the Ship in a proper situation during the night; and to inform me if any change of wind or weather took place, and whenever the pilot wished the Ship to be put on the opposite tack; and at the end of each watch to acquaint me (as was the custom every night) with the situation of the Ship with respect to the distance from the land—St. Matthew's light then (at eight P. M.) bore E. by N. about three leagues; the Ship then standing to the southward under her treble-reefed topsails, fore-topmast staysail, and mizen staysail, with the wind S. E. and lying up S. S. W. going a knot and a half. At half past ten she was, by the desire of the pilot, again wore. At twelve the light bore N. E. by E. three or four leagues; at which time Lieutenant Jauncey told me there was not much wind, and I directed a reef to be let out of the top-sails, and the jib to be loosed, to be in readiness to make sail at a moment's warning; which order was complied with. At half past one A. M. the light bearing E. N. E. between five and seven miles, Lieutenant Quillim, the officer of the watch, acquainted me, it was the desire of the pilot to wear again, and stand to the southward till four o'clock, as there was but little wind; but at ten minutes past three, although the Ship had not gone more than two miles from the time of her being wore, and the light was then in sight, and bearing N. E. by E. (the night very dark) the rocks were discovered close ahead, and in attempting to wear clear of them, the Ship struck: when I ordered the hands to be turned up, and got the pumps to work, and the boats out; sent the Master to sound; started the water; threw the guns overboard; and used every exertion possible to get the ship off. At four she struck very hard, and knocked away the stern post: made signals of distress to the *Sylph*. At six she fell over on the starboard side, and bulged. At day-light saw the *Danae*, *Sylph*, and *Nimrod* cutter; made the signal for boats to assist—finding she had bulged in several places, and parted on the starboard side amidships; and seeing the impossibility of saving any of her stores; sent away the idlers, and the first division of seamen, in our own boats, to the *Danae*, *Sylph*, and *Nimrod*. At nine Lord Proby came *alongside*, and another boat also from the *Danae*, followed by one from the *Sylph*. The water was now over the lee gunwale, and the greater part of the stern totally under water; and it was at this time difficult and dangerous for boats to approach the Ship, owing to the very great surf amongst the rocks. At eleven o'clock having got all the people out of the Ship, the first Lieutenant by my directions set fire to her remains, and Mr. Bellinghall, the Master's Mate, cut away her lower masts: which being done, and after I had seen all the commissioned Officers and the Master into the remaining boat, I was then under the painful necessity of abandoning her.—The anguish of my feelings during the whole of this unfortunate affair, but particularly at the moment when I was obliged to abandon the

Ship, those who have experienced a similar misfortune will readily judge of.— I wish it was in my power on any other occasion to describe the very great merit of all the officers and ship's company; sure I am their exertions, their promptness in executing my orders, and the steady perseverance they shewed, was never on any other occasion exceeded; for in no similar instance was there ever less confusion. I now think it necessary to observe, that the shortness of the days at this season of the year makes it utterly impossible for any Ship to reconnoitre the enemy's fleets in Brest, unless she keeps off St. Matthew's during the night; and I need not observe how difficult it is to ascertain the precise distance of a light, and the uncertainty of keeping a ship in a safe position, without the assistance of some headland or mark for a cross bearing; which in this instance was prevented from the extreme darkness of the night, for although the bearing of the light is always a sufficient guide with respect to the Parquet and Black Rocks, yet it is of no use to avoid the dangers of the Saints when cruising within them; and neither myself, the Master, or Pilot, thought it possible that the light could be seen at all at the distance of eighteen miles, which the Ship was from it when she struck, although it was then so distinct that we did not believe it could have been more than ten or eleven miles distant, and this opinion will be corroborated by the testimony of all the officers. It is also material to observe, that the Master of the Nimrod, who has been some time employed in the same service off Brest, was likewise on that night so deceived by the appearance of the light, that he drove amongst the rocks at a little distance from us, but got off without receiving any material damage.— I flatter myself the above statement will receive the testimony and concurrence of those officers who have been employed off Brest, and that it will afford the most satisfactory proof, that my wish to keep off St Matthew's proceeded from a zealous desire to fulfil the purport of my orders.

The System which the French Consuls seem about to adopt towards foreign nations is in some respects different from that which regulated the conduct of the late Directory. They have repealed the law relative to Privateers, which was the principal cause of the difference between France and America, and often used as a pretext for seizing the property of Neutral Nations. Besides abrogating this law, they expressly re-establish the code of Neutral Navigation, as it subsisted under the Monarchy.

“ The Consuls of the Republic, after taking into consideration the law of the 23d Frimaire, year eight, which abrogates the first article of the law of the 29th Nivose, year six, respecting naval privateering—

“ Considering that the abrogation of this law necessarily restores vigour to the preceding regulation on the subject;

“ That this regulation, fixed by the regulation of the 26th July, 1778, is that which has been recognised as best calculated to reconcile the interest of the Republic, and the rights of Neutral Powers;

“ Desirous of preventing, on the part of French and neutral ship-owners, errors or constructions which clash with the view on which the law of 29 Nivose, year six, was repealed;

#### “ DECREE,

“ 1st, The provisions enacted by the regulation of the law of 26th July, 1778, concerning the navigation of neutral vessels, shall be strictly observed by all those to whom they are applicable, under the penalty, in case of contravention, of being subjected to the confiscations and condemnations, in damages and interest, determined by the said regulation and the laws.

“ 2d, The Ministers of Justice, of the Marine, of Foreign Affairs, and of the Finances, are charged, each in his department with the execution of the present decree, which shall be inserted in the bulletin of the laws.

(Signed)

“ BUONAPARTE.

“ ROGER DUCOS.

“ SIEYES.

December 20.

“ H. B. MARET, Secretary General.



## AMERICA.

The American Treaty continues to be the source of much acrimonious controversy in America. The following are the leading arguments on each side the question :—

As Commerce is the basis of a Navy, which is to be our great bulwark, it gives us pleasure to observe the augmentation of our shipping. The following is the amount of tonnage which entered the ports of the United States in the respective years :

|          | Foreign. | Coast.  | Fishing. | British. |
|----------|----------|---------|----------|----------|
| In 1790, | 344,767  | 103,775 | 28,348   | 216,914  |
| 1791,    | 363,662  | 106,494 | 32,542   | 210,618  |
| 1792,    | 514,679  | 120,957 | 32,062   | 206,065  |
| 1793,    | 447,754  | 141,659 | 38,177   | 108,180  |
| 1794,    | 525,649  | 192,686 | 27,200   | 37,058   |
| 1795,    | 580,277  | 171,918 | 34,102   | 27,097   |
| 1796,    | 675,046  | 200,372 | 38,920   | 19,669   |

The first column shews that the tonnage entering our ports has been almost doubled in seven years.—The second column shews that our coasting tonnage has been almost doubled in the same period. The third column exhibits a rate of the fisheries as fluctuating ;—and the fourth column manifests the beneficial operation of our laws relative to trade under the present National Government. In 1790, almost two thirds of all the shipping entering our ports was British. In 1796, not a thirty-third of it was British.

The following tables shew the amount of tonnage entered in the respective ports :

|               | In 1796.     | In 1790.     |
|---------------|--------------|--------------|
| At Boston,    | 83,893 Tons, | 81,259 Tons. |
| New York,     | 143,238      | 153,931      |
| Philadelphia, | 93,237       | 90,579       |
| Baltimore,    | 47,372       | 59,837       |
| Norfolk,      | 27,112       | 22,562       |
| Charlestown,  | 35,709       | 37,440       |

The whole tonnage employed in foreign trade, and belonging to the United States at the close of 1797, was,

|                                      |         |
|--------------------------------------|---------|
| Whole tonnage of the coasting trade, | 597,777 |
| In the fisheries,                    | 237,402 |
|                                      | 31,572  |
| Total                                | 876,911 |

The number of seamen is between 40 and 50,000, including about 5000 impressed on British ships of war.

On the morning of the 23d ult. the *Marquis of Granby*, of Sunderland, STEPHEN URWIN, master, was captured in crossing the Kentish Knock by a French lugger privateer. The Captain and two men were put into the Frenchman's boat, in order to be conveyed on board the privateer which was giving chase to another vessel, and by carrying a press of sail, in a short time left the boat nearly five miles astern ; this circumstance induced Mr. Urwin to conceive it practicable to retake his own vessel, and wresting a sword out of the hands of the officer of the boat, he compelled the French sailors to row him back to the *Marquis of Granby*. He gallantly boarded her, sword in hand, and soon cleared the deck of the Frenchmen, who precipitately plunged into the sea, and were picked up by their countrymen in the boat. The Captain proceeded on his voyage ; but what became of the French sailors and the boat is unknown. The Committee of the Navigation Policy Company, in which the vessel was insured, have, with that liberality and laudable forwardness which have ever characterised the port of Sunderland, when bravery and merit claimed respect, presented the Captain with a piece of plate with a suitable inscription.

The Trinity House, Newcastle, has ordered two leading beacons to be erected on the South side of the harbour, which will, it is hoped, prevent future losses on the Herd Sand.



Accounts were received at the *Admiralty*, on the 21st of January, from Admiral Sir Hyde Parker, of one of the most daring, and gallant enterprises in our naval annals, achieved by Captain E. HAMILTON, of the *Surprise*, and a detachment from his gallant crew, of 100 men in boats. On the morning of the 25th of November, they succeeded in boarding, and cutting out, his Majesty's late ship *Hermione* from the Harbour of Porto Cavallo, where there are about 200 pieces of cannon mounted on the batteries. For particulars we refer our readers to our Gazette Letters.

Captain Hamilton is one of the sons of the late Sir John Hamilton, Bart. who so nobly distinguished himself in the taking of Quebec, &c. during the late American War. Captain H. is also nearly related to the Marquis of Abercorn, and others of that noble family.

## PLYMOUTH REPORT.

FROM JANUARY 1 TO JANUARY 14.

*Jan. 1. 1800.* Wind S. E. Sleet and Rain. Arrived the Spider schooner, and Telegraph. 16 guns, Lieutenant Corsellis, from Torbay. Also L'Aventure privateer, of 14 guns and 42 men, of St. Maloes, captured by the Aristocrat lugger, off the Seven Islands, after a long chase. Sailed the Fury, 18 guns, Captain Curry, with a fleet, to the eastward.

2. Wind S. E. Blows Hard. Yesterday a brig privateer of 14 guns, and full of men, was seen from the Heights of Ram Head to board a brig in Whit-sand Bay, and send her for France. She also landed a boat's crew on Looe Island, and took off a cow and some corn, the property of a poor man who resides there. The privateer then stood to the south-west quarter with a press of sail. A signal was made from the Telegraph at Maker, when Admiral Sir T. Paisley, Bart. ordered the Telegraph, 16 guns, Lieutenant Corsellis, to sail in pursuit of her.

3. Wind S. W. Blows Hard, Sudden Thaw. Came in Duke of Clarence from Dublin, taken by a French privateer, and retaken by the Sylph, 18 guns, Captain Dashwood, who was left in pursuit of the privateer, called the Egyptian, of 14 guns. Went down into the Sound the Terpsichore, 32 guns, Captain Gage. Sailed the Sirius, 36 guns, Captain King; Indefatigable, 44, Captain Curzon; and the Phoebe, 26, Captain Barlow, on a cruise. Orders came down this day to fit up the Thetis 32 guns, Iphigenia 32, and Thisbe 32, for the reception of troops.

4. Wind S. E. Fair and Mild. Arrived the David, from Oporto, with wines and fruit, in only seven days. She parted company last night, off the Edystone, with the St. Fiorenzo, 44 guns, Captain Reynolds, off this port, with twenty-nine sail, all well. Accounts are received from Oporto and Lisbon, that only two of the last outward-bound fleet could get over the bar, owing to the great surf; and that the rest, under convoy of the Bonetta, 18 guns, Captain Vansittart, had been beating off and on those harbours for fifty days. Three Brazil men, in attempting to pass the Bar of Lisbon, were wrecked, and went to pieces. Arrived the Fisguard, 48 guns, Captain T. B. Martin, with Captain Searle, Lieutenant Pym, the officers, petty officers, seamen, and Marines, of the Ethalion, shipwrecked on the Saints the 25th ult. Arrived the Marlborough, 74 guns, Captain Sorcheby, from Admiral Sir A. Gardner, Bart. She was ten days beating up Channel against the strong easterly winds.

5. Wind S. E. Cloudy and Mild. Arrived from Valentia, in Spain, the Commerce Swedish ship Bergman, with brandies, detained by the Dasher sloop of war, Captain Tobin. Landed from the St. Fiorenzo, 44 guns, the Master of the late Two Brothers, of and from this port to Newfoundland, with a cargo of biscuit for St. John's. She was taken on her passage by a French privateer, of 24 guns, called the Mars of Bourdeaux, and burnt to the water's edge. The

Master was put into a neutral vessel, and arrived at Oporto. Arrived the Viper cutter, 14 four-pounders and 43 men, Lieutenant Pengelly, with the Ferret privateer, of 14 four-pounders and 63 men, which she captured after a long and gallant action. Also the Venturer, 18 guns, Lieutenant Bardward, from the westward, and the Neptune schooner, from Guadeloupe.

6. Wind S. W. Fair. Sailed to the eastward a large fleet which has been collecting this some time past. At 10 A. M. the Channel Fleet, under orders of Admiral Sir A. Gardner, passed the port for Torbay. Arrived from the Fleet, the Windsor Castle 98 guns, Terrible 74, Prince Frederick 64, Beaulieu 44, and Nereide 36.

7. Wind S. E. Cloudy. Letters from the Lady Charlotte, 14 guns, Lieutenant Halliday, state his safe arrival there with a valuable convoy. Arrived the Elizabeth, Wogle, from Ferrol for Bristol, retaken by the General Townsend privateer; also the French sloop La Francois, bound to Brest with brandy, prize to the Anson, 44 guns, Captain Durham; and the Flora French brig, with rosin, for Bourdeaux, prize to the Fiscard, 48 guns, Captain T. B. Martin. Arrived also L'Huzelle French armed vessel from Cayenne, with passengers, ladies and children, prize to the Beaulieu, 44 guns, Captain Skynner. She was captured by the Amethyst, 32 guns, Captain Cook; recaptured by La Providence privateer, of 24 guns and 150 men; sent for Bourdeaux, and again taken and sent here by the Beaulieu and Unicorn. There came passengers Colonel Malonson of Invalids, and Mons. Burnelle, naturalist, with a cabinet of natural curiosities for the French National Museum at Paris. They were in want of necessities; and one child of five years old died in the Sound. M. P. Symonds, broker for the prize, very humanely, on L'Huzelle's coming-to in Catwater, sent on board plenty of fresh provision. This afternoon, at ten A. M. as the Atlas 98 guns, Captain Jones (which arrived from Torbay the 1st inst. with the loss of her rudder, and having shipped a temporary one) was turning out of the Sound to go up Hamoaze, near the south-east ridge of St. Nicholas's Island, she missed stays, and went ashore where the Conqueror 74 guns, was lost in 1758: fortunately La Loire, 48 guns, Captain Newman, coming in from sea, and Captain N. seeing her situation, though ill himself, gave directions to Lieutenant Rayner, first Lieutenant, who with the assistance of the other officers and ship's company, moored La Loire as near the Atlas as could be done with safety, with three anchors out ahead: by this time her masts were all cut away, and she struck very hard on the rocks. The boats of the Fleet being now at hand, an hawser was payed from the best bower of La Loire on board the Atlas. Fortunately the tide was flowing fast and at two P. M. she swung off into deep water, anchored in the Sound, and if the weather moderates will, it is hoped, get into Hamoaze to morrow. Great credit is due to Captain Jones, his officers and Atlas's crew; to Captain Newman, Lieutenant Rayner, and the officers and crew of La Loire; and indeed to all the boats of the Fleet. At one period it was thought she would have hung amidships. Went up the harbour the Voltigeur, 18 guns, Captain Shortland.

8. Wind E. N. E. Fair. Arrived the Suwarrow, 14 guns, Lieutenant Nicholson. She parted company with Admiral Gardner's Fleet in a terrible gale of wind, east, the 21st ult.; was blown into the Bay of Biscay; but fortunately, by a shift of wind, got into Bantry short of provisions. Arrived L'Aventure French privateer, of 14 guns and 75 men, prize to the Amethyst frigate. She had captured in her late cruise four vessels. Arrived the Revenge privateer, 10 guns and 40 men, Mr. Hosier, Commander. She engaged a Spanish privateer, of 10 guns and 76 men, for an hour, when she blew up, and all hands perished. The Revenge, on her late cruise, retook eight sail of vessels, and sent them, except the Pearl of this port, for Viana.

9. Wind S. W. Fair and Fine. Letters from Salcombe state, that the Active cartel, from Morlaix, with nineteen British Seamen in exchange—They ran the brig into Salcombe, for fear of being pressed had she put in here. Arrived the Seagull sloop of war, from Guernsey. This afternoon the Atlas, 98 guns, was towed up the harbour by the boats of the Fleet and Dock-

Yard. As soon as her guns, powder, provisions, and stores, are taken out, she is to go into dock to be examined. Sailed for the Coast of France, the *Suffisante*, 14 guns, Captain Whitman.

10. Wind E. S. E. Fair. Arrived the London Packet, from Baltimore, with tobacco, recaptured by a Guernsey privateer. Went into the Sound the *Megara* fire ship, Captain West. Arrived from a six weeks cruise in the Chops of the Channel, the Plymouth lugger, Lieutenant Elliot. She chased two privateers: one a brig of fourteen guns, which escaped in the night of the 25th ult.; the other a cutter, got into St. Maloes, by throwing her guns overboard, and getting out her sweeps. Sailed the *Suwarrow*, 14 guns, Lieutenant Nicholson, with victuallers for Torbay.

11. Wind S. E. Hard Rain. Last night Captain Gore, of the *fortunate Triton*, 32 guns, gave a most splendid and elegant ball, at Cowley's Hotel, Dock; where the liberality, and eccentric character of the British seaman was apparent.

12. Wind S. E. Rain. Arrived last night the Calcutta extra East Indiaman, Captain Haggay. She sailed from Spithead with the *Queen Charlotte*, 110 guns, Admiral Lord Keith, and the convoy, the 2<sup>th</sup> of November, and parted off Cape Finisterre with the *Queen Charlotte*, in company with the *Bombay Anna* and *Bengal Anna* extra ships. They anchored in Madeira Roads to take in wines the 9th December. The same day the Calcutta parted company with the above extra ships in Madeira Roads; drove to sea in a violent gale of wind; and after beating about till the 7th of December, was captured by *La Syrene*, 44 guns, Citoyen Reignaud, and *La Bergere*, 18 guns, bound to Old France from Cayenne, having Victor Hugues on board. At noon of the 17th, after Captain Haggay, the second and third mates, and fifty *Lascars* and seamen, were taken on board *La Syrene*, a fleet was discovered to windward, through a fog; which clearing off, and the men of war bearing down to different tacks, proved to be the *Glenmore*, 44 guns, Captain Duff, and *L'Amiable*, 32 guns, Captain Kaper, and the outward-bound West India convoy, from Cork. The *Glenmore* bore down, and retook the Calcutta; *L'Amiable* pursued the Frenchman, gallantly brought them to action for thirty-five minutes, when the French ships made off, though so much superior to *L'Amiable*; the *Glenmore*, taking care of her recapture and her valuable convoy to leeward, could not get into action.

13. Wind S. E. Rain. Captain Turgard is appointed to *La Railleur*, 20 guns, vice Captain Raynor, absent with leave. Went into dock *La Bourdalair*, of 20 guns, to be fitted for service. Letters from Lisbon state the arrival there of the Lisbon fleet, so long beating off that port,—and which were certainly saved by the gallantry of Captain Hosier, of the *Revenge* privateer, of this port, who very gallantly engaged and blew up a Spanish privateer of superior force.

14. Wind S. E. Cloudy. Arrived the *Dauphin*, from Surinam for London with a valuable cargo, taken by the *Bellona* French privateer, of 26 guns and 160 men, and retaken by the *Beaulieu*, 44 guns, Captain Skynner. Arrived the *Excellent*, 74 guns, and *Urania*, 44, from sea, in Cawsand Bay. Letters from the *Phoenix*, 44 guns, Captain Halsted, dated the 29th ult. at Gibraltar, state, that she had captured four Spanish prizes, and sent them safe into Gibraltar. On Christmas day last she fell in with, and captured, a very large Spanish ship, of 450 tons, deeply laden with silks and bale goods, for Lima, from Cadiz, said to be the richest prize brought into Gibraltar this war. The nett prize money of the dollars taken on board the *St. Brigida* and *El Thetis* Spanish galleon frigates, captured by the *Triton*, *Alcmene*, *Janet*, and *Ethalion*, was paid this day by their respective agents, and is, exclusive of all expences, as follows:

|                                                | £.     | s. | d. |
|------------------------------------------------|--------|----|----|
| Captains - - - - -                             | 40,730 | 18 | 0  |
| Lieutenants - - - - -                          | 5,091  | 7  | 3  |
| Warrant officers - - - - -                     | 2,468  | 10 | 9½ |
| Midshipmen and their class - - - - -           | 791    | 17 | 0½ |
| Able and ordinary seamen and marines - - - - - | 182    | 4  | 9½ |

There still remains the nett produce of the hulls, stores, masts, rigging, &c. of the two frigates to be accounted for.



## APPOINTMENTS AND PROMOTIONS.

Captain Paterson is appointed to the *Montague*, in the room of Captain Knight, who is in a bad state of health.

Captain Talbot, of the *Eurydice*, of 24 guns, is appointed to *L'Ambuscade*, of 40 guns, at Plymouth.

Captain C. Danvers, son of the Baronet, is appointed to the *Active* frigate.

Captain Murray is appointed to the command of the *Naiad* frigate, her former officer, Captain Pierrepont, being compelled to resign through indisposition.

Captain David Atkins is appointed to the *Furie*, of 36 guns, one of the ships taken by Captain Sir Richard King, in the *Sirius*, in the North Seas.

Captain Foley, lately returned from the Mediterranean, is appointed to command the *Elephant*, 74 guns, at Portsmouth.

Sir Thomas Livingstone, Bart. is promoted to the rank of Post Captain, and appointed to command the *Diadem*, of 64 guns.

Captain Innes, of the *Alert* hired armed cutter, is appointed to command the *Pomona* armed ship, in the room of Sir Joseph Eyles.

Captain J. Hanson, appointed to the *Brazen* sloop, was first Lieutenant of the *Chatham* armed tender, when she was under the command of the late Captain Vancouver, during his voyage of discovery.

Captain Edward Galway, first Lieutenant on board the *Vanguard* in the battle off the Nile, is appointed to the command of the *Plover* sloop of war.

Rear-Admiral J. W. Payne is appointed Comptroller General of the Household of his Royal Highness the Prince of Wales.

Captain Eliab Harvey is appointed to command the *Triumph*, of 74 guns; H. Hotham, the *Immortalité*, of 36 guns; Bridges, the *Charon*, of 44 guns; and Edward O'Brien, the *Sea Fencibles* on the Coast of Essex.

Captain Cheshire and Grosvenor are promoted to the rank of Post Captains.

J. Willoughby, Esq. of the *Royal William*, is appointed one of the Lieutenants of the *Prince*, with Admiral Sir C. Cotton.

Dr. Harness, Physician of the Mediterranean Fleet, is appointed a Commissioner of the Sick and Wounded Board, in the room of Dr. Blane, who has resigned.

Lieutenant Rickbell, of the *Centaur*, is promoted to the rank of Commander, and appointed to the *Prince William* armed ship.

Captain Turgard is appointed to *La Railleuse*, 20 guns, vice Captain Raynor.

The sword to be presented to Admiral Mitchell from the City of London, is valued at one hundred guineas: on one side is represented the surrender of the Dutch Fleet, and on the other the noble Admiral's arms and trophies; on the hilt is engraved the arms of the city of London; and on the top of the sword is emblematically figured "the eye of Providence looking down on the British Flag."

## OBITUARY.

In Queen-Ann street East, Lady Affleck, relict of Admiral Sir E. Affleck.

At Bradford, in Northumberland, Mr. Robert Nicholson, formerly Master of his Majesty's ship the *Britannia*.

Sunday, Jan 3, at Reading, Ashburnham Newman Toll, Esq. a captain in the Berkshire Militia, and only son of the late Rear-Admiral Edmonds Toll, of Wickham, Hants.

At Parkgate, on her way from Ireland to London, Mr. Phillips, daughter of Dr. Burney, and wife of Major Phillips, of the Marines.

Suddenly, of an apoplectic fit, Mrs. Anne Stephens, wife of Francis Stephens, Esq. one of the Commissioners for victualling his Majesty's Navy.

Jan. 6, At Gosport, an aged seaman, named EDWARD HARDCASTLE. He was celebrated for the following exploit: During the visit which the Duke of York paid to Admiral Rodney, on board the *Marlborough*, in 1761, he got to the very top of the vane of the main-mast, and stood there on his head, waving his hat several times with his foot. He received a present from his Royal Highness, with a request not to repeat so dangerous a proof of his dexterity.

Lately, Mr. Charles Winchester, messenger to Earl Spencer, at the Admiralty.

The 7th inst. Thomas Lennox Frederick, Esq. at his house, Nottingham-place, London. He was made Post Captain in 1779, and a Rear-Admiral in 1797, and commanded the *Princess Royal* in the memorable victory gained by Lord St. Vincent, on the 14th of February in the same year.



*BIOGRAPHICAL MEMOIR OF THE LATE*  
**CAPTAIN DAVID BRODIE.**

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And does the Mystic Veil from mortal beam  
Involve those eyes where ev'ry virtue smil'd ?—  
'The light of Reason, pure, without a cloud ;  
Full of the generous heart, the mild regard ;  
Honour disdaining blemish, cordial faith,  
And limpid Truth, that look the very soul \* !      THOMSON.

THE history of unassuming worth, and unrewarded merit, claims the remembrance of a profession which it adorned, and of a Country, to whose service unabated exertions were dedicated : its biography must cause a lively emotion in the mind of every reader, and will awaken the noblest feelings of human nature. The eye long accustomed to behold the purple trappings of the Victor, or the bright career of success that knew no abatement, finds relief on being turned to the retreat, where professional virtue, acknowledged yet disregarded, sought at length an asylum that it might die in peace.

Mr. David Brodie, from a collateral branch of THE BRODIES of Brodie, an old and respectable family in Scotland, was born in that country ; and entered into the Royal Navy at twelve years of age. His early patron was Admiral Vernon, whose friendship he long enjoyed without any abatement. Mr. Brodie commanded the Admiral's tender at the taking of Porto Bello in 1739 ; he was also at the bombarding of Carthage in 1741, and in most of the Actions in the West Indies during the war. On the third of May 1743 he was advanced commander of the Terror sloop † ; and was afterwards appointed to the Merlin, a sloop of 10 guns, and 110 men, in the West Indies.

\* The above lines, addressed by Thomson to Lord Talbot, occurred on beholding the portrait of Captain Brodie, by Coates, now in the possession of his son William Brodie, Esq. of Cavendish-square. Mr. Coates was an excellent judge of character, and has strikingly personified the ideas of the poet.

† Gentleman's Magazine, 1743, page 275.

For the following services which Captain Brodie rendered his country, on being advanced Commander, he received a letter of thanks from the then First Lord of the Admiralty.

He sustained an attack from a fifty-gun Ship for a considerable time during which engagement he lost many men: two other Ships coming in sight, the enemy left him—the strange Ships afterwards proved to be two of his own.

He captured the *Union*, *Vainquer*, and *Bacchus*, French privateers of superior force; the *San Antonio*, a Spanish privateer; la petite *Guava*, a French privateer of equal force; and the *Ferninand*, of superior force, which he boarded: the latter had forty-two men killed and wounded. Captain Brodie had a design of this action made by Payton, which is now in the possession of his son.

This spirited officer also attacked two Spanish xebecs in the West Indies, that had captured the *Blast*, and *Achilles*, British sloops of war: after a desperate action they were obliged to retire. Captain Brodie derived peculiar satisfaction from this success, as he afterwards discovered they had been fitted out expressly to take him. In the subsequent capture\* of two French Ships of much superior force, this gallant officer was wounded in the side, and lost his right arm.

In the month of March, (1747,) Captain Brodie was advanced to post rank, with the command of the *Canterbury*, in which Ship he formed a part of the squadron under Rear-Admiral Knowles†, that sailed from Jamaica on the thirteenth

\* Designs of both these engagements were made by Mr. Payton, in his best manner, and are now in the possession of William Brodie, Esq.

† The following *List of Admirals*, as it stood in the year 1748, previous to the peace of Aix-la-Chapelle, forms a striking contrast with our present establishment.

The Right Hon. Sir John Norris, *Admiral of the Fleet*.

*Admirals of the White*—Sir Chaloner Ogle; J. Stuart, Hon. George Clinton, William Rowley, Esqrs.

*Admirals of the Blue*—William Martin, Isaac Townshend, Esqrs.; Right Hon. Lord Vere Beauclerk; Right Hon. George Lord Anson.

*Vice-Admirals of the Red*—Perry Mayne, Esq.; Sir Peter Warren, K. B. Hon. John Eyng.

of February 1748; and made the desperate yet successful attack on Fort Louis, a French settlement on the south side of the Island of Hispaniola.

This was the island which Oliver Cromwell, in 1654, sent Admirals Penn and Venables to conquer, with a fine fleet, and 10,000 land forces, the attempt however failed:—yet to this expedition we owe the possession of Jamaica. Fort Louis, against which the present attack was directed, had been strongly fortified against any attempts of the English: seventy-eight guns were mounted, mostly 42, 36, and 28 pounders, and five mortars; with great quantities of all kinds of ammunition and stores. Most of the guns, and carriages, were new, and many of them weighed from sixty-nine to eighty four hundred weight. The British Squadron advanced in the midst of a brisk fire, but did not return it, until they were moored in a close line ahead within pistol-shot of the fort. The resolution and determined valour displayed by the different crews, and their brave commanders, on this occasion, has been already noticed\*. The Governor, M. de Châteaunoye, who had only half an hour given him to determine on the articles of capitulation, arrived the night before the attack, with a reinforcement of three companies of soldiers. Fort St. Louis † surrendered on the

*Vice-Admirals of the White*—Henry Osborne, Hon. Fitzroy Henry Lee, Thomas Smith, Esqrs.

*Vice-Admirals of the Blue*—Thomas Griffin, Esq. Sir Edward Hawke, K. B.

*Rear-Admirals of the Red*—William Chambers, Charles Knowles, Esqrs.

*Rear-Admirals of the White*—Hon. John Forbes, Hon. Edward Boscawen.

*Rear-Admiral of the Blue*—Charles Watson, Esq.

\* Vol. i. pages 111, 112.

† The town of St. Louis was built in the beginning of the present century, and is situated at the bottom of a bay which forms an indifferent harbour. The island of Hispaniola, or St. Domingo, was originally called *Hayti*, or *Bobio*, by the natives; which Columbus changed into Hispaniola, or Little Spain, in 1492: it is now more commonly known by the name of St. Domingo, from the city St. Dominic, founded so early as in the year 1494; this at present is the capital of the island. It was divided between the French and Spaniards; the former possessing the western, and the latter the eastern half; but by a treaty of peace concluded between Spain and the French Republic, the former has given up her portion. Fort St. Louis, on the south side, is built on a small island, about three quarters of a mile from St. Domingo; being destitute of fresh

following terms :—" The garrison not to serve against the King of Great Britain, or his allies, during a year ; that they should march out with their arms, but without cannon, mortars, or ammunition ; that the officers should retain their private baggage, and servants ; and that the town should be spared on certain conditions, to be settled the next morning."

After the reduction of Fort St. Louis, Captain Brodie sailed with the Squadron to make a second attempt on St. Jago de Cuba, which lies towards the eastern extremity of the island and opposite to Jamaica. The bay has an excellent harbour for Ships, and is so safe and commodious, that it is inferior only to the Havanna in respect to situation for commerce. The town is about two leagues from the sea ; and the entrance into the bay is narrow for several miles. The attempt was spirited, and worthy of Admiral Knowles ; as several years prior to this, Admiral Vernon, with a much superior fleet, and a considerable body of land forces, had found the reduction of it by sea impracticable : the plan which the former Admiral now conceived was well imagined, but through some mistake failed in the execution. The whole expedition,

water, it is only supplied from the adjoining shore. Some idea of the importance of the island of St. Domingo, may be formed by the state of the French exports, so long ago as in the year 1767 ; when they consisted of

124 millions weight of sugar.

1,769,562 lb. of indigo.

150,000 lb. of cocoa.

12,197,977 lb. of coffee.

2,965,920 lb. of cotton.

8,470 packets of raw hides.

10,350 sides of tanned hides.

4,180 hogsheads of rum.

21,104 hogsheads of molasses.

This island is surrounded by craggy rocks, and dangerous shoals ; it extends from latitude 17 deg. 37 min. to 20 deg. N. and from longitude 67 deg. 35 min. to 74 deg. 25 min. W.—being near 400 miles in length, and near 120 where broadest from N. to S. The most noted places, under the French Government, in 1748, were *Cape Francois* with a fine harbour ; *Porte Paix*, with a good anchorage, though the passage on the west is dangerous in a N. or N. W. wind. This is the place which *Dampier*, in his voyages, calls by mistake *Petit Guaves*, which lies at sixty leagues distance ; in the neighbourhood is good water, — *Leogane*, a bad port, about half a league from the sea, situated in a low boggy ground, too far off to defend any ships in the road ; and *Port Louis*.



from the inspection of private papers with which we have been favoured, seems never to have been duly appreciated by the public : and by no means deserved the abuse that some modern writers of repute have injudiciously bestowed.

During the ensuing month of August, Captain Brodie, in the *Strafford* of 60 guns, sailed again under the flag of Admiral Knowles, as one of the six Ships which he had selected to cruise off the *Tortuga Banks*, in the hope of intercepting the Spanish plate fleet from La Vera Cruz— On the first of October they fell in with a Spanish Squadron, then not far distant from the Havanna : having neared each other considerably, about three o'clock P. M. the Spaniards began to fire. The signal was immediately thrown out by Admiral Knowles, for the different Ships\* to bear down, when the greater part of them were soon closely engaged : the Spanish Admiral formed his line, with the *Invincible*, 74 guns, leading the Van, followed by the *Conquestadore*, 64 guns. Admiral Knowles, to oppose him, placed the *Tilbury*, 60 guns, Captain Powlett, in the van, followed by the *Strafford*, 60 guns, Captain Brodie. The action continued until late at night, and for the three first hours was very warm.

The force of the enemy, which has not hitherto been correctly stated, consisted of six line of battle Ships, and one of 36 guns, under the command of Vice-Admiral Reggio, and Rear-Admiral Spinola ; they had 2000 men more than the English, whose whole force amounted to six line of battle Ships, and the *Lenox* with 56 guns on board.---

\* For a list of the Squadron, vid. Vol. I. page 115 — As no correct account of the number of men on board the Spanish Ships has yet been printed, we will thank our readers to alter the one inserted, for the following, which is copied from the manuscripts of an officer who was in the action.

|                        |   |   |   |          |
|------------------------|---|---|---|----------|
| <i>Invincible</i> ,    | - | - | - | 750 men. |
| <i>Conquestadore</i> , | - | - | - | 665      |
| <i>Africa</i> ,        | - | - | - | 750      |
| <i>New Spain</i> .     | - | - | - | 665      |
| <i>Dragon</i> ,        | - | - | - | 665      |
| <i>Royal Family</i> -  | - | - | - | 665      |
| <i>Galgo</i> -         | - | - | - | 300      |

The *Conquistadore*, 64 guns, Don T. Juste, who was killed during the action, struck to the *Strafford*, Captain Brodie, after making a brave defence, and being three times set on fire. The *Africa*, 74 guns, Admiral Reggio's flag, whose Captain was killed, having bore away to leeward, next engaged the *Strafford*, with the wind upon and abaft the beam, until nine o'clock, when Captain Brodie laid her in close to the shore; his ship being then much crippled, from the continued attack he had kept up with so much spirit, the pilot refused the charge of her any longer. After being wore with great difficulty, Captain Brodie during the night repaired his Ship's damage, as well as he was able; and without delay returned with the *Cornwall* to burn the Spanish Admiral's Ship. This however had been previously done by the enemy. The remainder of the Spanish Fleet, favoured by the night, and the proximity of their own coast, escaped into the port of the Havanna: the entrance of which, by a channel\* of about half a mile in length, is narrow and of difficult access to an enemy.

Admiral Knowles thus concludes his account of the transactions of the Squadron that was sent home: "Having my main topmast shot away, just at the very instant as the enemy began to run, and my fore topsail being shot down before, I could not pursue them so fast as was necessary: however I set my sprit sail, and made what sail I could, and hauled down the signal for the line, and made the general signal for chasing to leeward; which not being taken notice of so soon as it ought, I sent away my Captain aboard each Ship, with orders for them to pursue the enemy, and go close alongside them;

\* Since the year 1762, when it was reduced by the English, three men of war have been sunk in it, to render it still more difficult to enter. Mr. Malham, in his *Naval Gazetteer*, gives the following directions for sailing into it:—"If a Ship keeps in mid-channel, so as to avoid a small shoal, that lies off from each point of the entrance, there can be no danger: and, after a Ship is in, unless she runs on shore for mischief, at the very time of high water, there is no fear of her floating off without damage, as the whole is a soft ooze. A thousand sail of Ships may ride here commodiously, without either cable, or anchor, the average depth is six fathoms."

and not lie firing at such a distance as they did, or I would send another officer to command their Ships.—At the same time I made the Canterbury's signal to make more sail, who soon got up with the enemy, and behaved extremely well. This was about a quarter after five, when the fire was renewed on both sides."

" Finding I could not come up again with The Squadron, and observing that the Admiral's Second (*who had struck once before*) could not make sail to get up with the rest of the Squadron neither, I bore down to him, and presently made him strike, and call out for quarter, and drove away another Ship which The Spanish Admiral was sending to his assistance; and sent immediate directions for the Warwick to pursue her: after taking possession of the prize, and shifting the prisoners, I stood to the N. W. about two, or three leagues, and brought to, and in the morning was joined by the rest of the Squadron. During the night got down the stump of the main topmast; and next day rigged a new one, and got the Ship in order again for service. When Captain Clark, and Captain Brodie, joined me, they informed me they had left the Spanish Vice-Admiral close in shore, with his masts gone; which, as soon as the Ships could be got to carry sail, I went in quest of, and the next day found him at an anchor in a small bay called *Tawca* (about eight leagues to the eastward of the Havanna), when I ran in with a design to have taken or burnt him; but the enemy saved me the trouble—they setting fire to the Ship themselves so soon as I came within a random shot distance. After seeing her blow up, I bore away for the Havanna, and landed all the prisoners; where I found the four other Ships had got in greatly shattered, the Rear-Admiral particularly, whose topmasts were all gone."

As Captain Brodie acted a noble and disinterested part in the court martial which arose from this event \*, and took

\* This action not only closed the war, but was afterwards the source of violent altercation, in consequence of which it has not been impartially considered, even by the judgment of the Historian—we add, that a correct design of the whole was made by *Payton*, under the direction of Captain Brodie, and is now in his son's possession: an engraving from this will probably be given in the course of our work.

place on Admiral Knowles at Deptford, on board his Majesty's yacht the *Charlotte*, we shall now proceed to state such particulars, as relate to the object of our present memoir; especially as they tend to furnish a more correct idea of that memorable action, which closed the war. Of this Court Admiral Rowley was president; and Vice-Admiral Hawke, Rear-Admiral Forbes; and Captains Thomas Sturton, William Parry, Merrick de L'Angle, Richard Haddock, and Matthew Buckle, were members. The accusers were Captains *Holmes*, *Powlett*, *Toll*, and *Innes*.

The Court Martial assembled on the eleventh of December, (1749). On Thursday the 14th Captain David Brodie, late Commander of the *Strafford*, being sworn, gave the following testimony:

*Captain Innes*. What distance was the *Cornwall* (Rear-Admiral Knowles) from the *Strafford*, when the action began with the *Strafford*?—*A*. I believe near a mile; there was the distance occasioned by the *Lenox* being ordered astern of the Admiral: before that we were at a very good distance; the Van was in a very good line.

*Q*. How long did the *Cornwall* continue engaged with Admiral Reggio?—*A*. About an hour—not five minutes over or under.

*Q*. Did you order a minute to be taken of Rear-Admiral Knowles's hauling out of the line, and of the time he had been engaged?—*A*. Of the time of his being engaged I did; but of his hauling out of the line I could not, because I never saw him haul out of the line.

*Prisoner*. Besides your own Ship, how many Ships were there ever in a line with the *Cornwall*, during the time of action?—*A*. The *Lenox*, is all I can say was in the line; for the *Cornwall*, and *Lenox*, being between me and the Ships astern, I could not observe them—the *Tilbury* was on my larboard bow, and the *Oxford*, about a point, or little more, before my beam.

*Captain Innes*. Did you observe the *Cornwall*'s foresail hauled up, after she had been some time engaged?—*A*. No, I did not.

*Q*. Did you observe her heave up in the wind, after she had been engaged?—*A*. Not till after the engagement ceased, and the Spanish Admiral was put to flight.

\* For further particulars of this court martial, vid. vol. 1st, page 116.



Q. Did Admiral Reggio bear away before the wind, or did he come and attack the *Strafford*?—*A.* He bore away before the wind for ten or twelve minutes; I believe with the wind upon the quarter, about W. and by S. or W. S. W. after which he hauled his wind, came up, and engaged the *Strafford*.

*Prisoner.* After the Spanish Admiral was put to flight, did not the Rear-Admiral make the signal for chasing to leeward; and did not you immediately bear away, and endeavour to get into action with the Spanish Admiral, in consequence of that signal?—*A.* I did, I ported my Helm immediately, and bore away, and came to a close engagement with Admiral Reggio. When the Spanish Admiral bore away, he hoisted a signal at the Mizen Peek, which to the best of my memory were Biscayan colours; and a little before he hauled his wind, he took it down again.

Q. When Admiral Reggio bore away, did you not observe the head of his maintop-mast, and maintop-gallant-mast, hang over to starboard, and his main mast shake, as if it would fall over his side? *A.* I saw his maintop-gallant-mast was wounded, and hang over to starboard, and his main mast quiver, as though it would fall over his side.

*Captain Innes.* Did Admiral Reggio endeavour to avoid the *Strafford*, or did he come to the attack of her?—*A.* He avoided to come into action with the *Strafford*, till he was out of reach of the *Cornwall's* guns, and until his own second astern had come pretty near to him; his second ahead was drove out of the line, and fallen astern of me.

Q. Did you see the *Cornwall* bring-to, by the Spanish prize, the *Conquistadore*, about sun-set?—*A.* Yes, I did.

Q. Was not the body of the Spanish Squadron, at that time engaged with the body of his Majesty's Squadron?—*A.* I was myself; and the *Canterbury* came on very seasonably to my assistance; and I believe the *Tilbury*, and *Oxford*, were at the same time engaged with *Spinola*, ahead of me.

Q. Was not the success of the action then depending, and the Spanish Ships of superior force, headed by their two Admirals!—*A.* I think we had then greatly the superiority; and had I been well seconded astern, I was in hopes to have been in possession of the Spanish Admiral; for our Centre was then stronger than theirs.

Q. Do you think, if there had been a Commanding Officer to have collected the Ships after dark, a greater victory might have been obtained?

The following spirited and ready answer of Captain Brodie particularly deserves the attention of our readers : it was noticed in all the public prints of the day, as it deserved :

*A.* I think if every Ship had done her duty becoming a British man of war, we might have obtained a more complete victory ; but how far the presence of a Commanding Officer may animate, I cannot say—I wanted no Commanding Officer to animate me.

Q. Was the *Cornwall* to windward or to leeward of the Squadron, when you saw her bring-to by the *Conquistadore* prize ?—*A.* She was rather to leeward then ; because we had hauled closer to the wind, so as to bring the wind upon the beam ; and she had bore away, at the same time, after the *Conquistadore*.

Q. What distance was you from the *Conquistadore*, when the *Cornwall* brought-to by her ?—*A.* I believe between three and four miles it might be, to the best of my judgment.

*Captain Holmes.* Was the *Lenox* engaged at sunset ?—*A.* Yes, I believe she was.

*Court.* What was the shape of the Spanish line, when the engagement first began ?—*A.* I think pretty strait ; rather a line of battle ahead than any half moon.

Q. What Sail had the Spanish Admiral's Ship set, when you engaged her, after she left the *Cornwall* ?—*A.* When she bore away from the *Cornwall*, she had topsails, courses, foretop-gallant-sail, and one yard arm of the maintop-gallant-sail ; and when she hauled her wind to engage me, she hauled up her mainsail, and hauled down her small sails.

Q. How much might she go with the sail she had aboard, while her mainsail was set ?—*A.* I believe about three knots, or three and an half ; there was but little wind, and the water smooth.

On Monday, the eighteenth of December, at nine o'clock, the Court being again met, Captain Brodie, in his testimony to the character of Admiral Knowles, gave still a more distinct and general account of the action off the Havana :

*Prisoner.* On the first of October, 1748, do you remember the time of day we discovered the Spanish Squadron ?—*A.* Yes, I made the signal for discovering them, as I was stationed on the *Cornwall's* larboard bow during the night ; I made the night signal for discovering them, about break of day, five o'clock.

Q. What situation were the enemy's Ships then in?—A. There were five Sail in the S. E. quarter upon my larboard bow, and three Sail on the starboard bow, to the S. and by W. or S. S. W.: I was then the windwardmost Ship of our Squadron. The five sail were about three leagues from me; the three about six, or seven miles astern of them; both standing to the northward, with their starboard tacks on board.

Q. Do you remember what position our Squadron was in?—A. I remember the situation of part of them; the *Oxford* was rather about a point before my Beam; the *Canterbury* was the leewardmost of the Squadron; there was one Ship, I don't know which it was, that was a good deal right astern of the *Cornwall*; and the other two seemed to me, to be upon the *Cornwall*'s larboard Quarter.

Q. Suppose I had made sail directly on the Tack I was on, without waiting to form the Line of Battle, do you think I could have prevented the Enemy's separated Ships from joining, allowing them to use all possible Means to have done it?—A. No, I don't think we could, because I am very sure their leewardmost Ships, would have weathered me, and I was the weathermost Ship of the Squadron.

*Captain Innes.* How was the Wind at that Time?—A. When we tacked, it was at East; but during the Day it veered from the East, and by North, to the East and by South,

*Question repeated.*—A. I believe the Wind was at East then, for we laid up about S. S. East.

*Prisoner.* Considering the Situation and Motions of the Enemy's Squadron, don't you think, by forming the Line of Battle on the contrary Tack, as I did, and making that small trip, we gained a considerable advantage of them?—A. Yes, I think we certainly did; for we gained the Wind of them.

*Captain Innes.* I desire to know whether we gained the Wind of them, by our standing to the Northward, or by their running down to their Leewardmost Ships?—A. I think by our making that Trip: because, as I said before, I thought their Leewardmost Ships would have weathered me.

*Prisoner.* How long did we stand on the Starboard Tack, in making that little Trip we did; and what Distance might we run?—A. I believe we stood about half an Hour; and I don't believe I went above two Miles to the Northward.

Q. When the Squadron did tack, was not the Line of Battle compactly formed, and did not every Ship tack in good order?—

A. Yes, as far as I saw, the Line was as well formed a Line, as I

ever desire to see: after we were about, the *Strafford* and *Cornwall* cheered each other?

*Captain Toll.* What Distance of Time was there, between the Van and Rear's Tacking?—*A.* I really don't recollect.

*Prisoner.* About half an Hour after Eight, did I not make the Signal to close the Line, haul up my Main-Sail, and lower my Top-Gallant-Sails; the sternmost Ships being too great a distance from the centre?—*A.* Yes, I believe it was between eight and nine.

Q. When they neared me, did I not make the Signal to lead large and crowd Sail again, to get quicker up with the Enemy?—*A.* Yes, I remember the Signal perfectly well.

Q. About ten o'clock, did not the Enemy set their main-sails, and haul close up?—*A.* Yes, they did; I expected they would stretch ahead, in order to double and get the Wind: and I was very glad to see that we haul'd our Wind.

Q. In about half an Hour, did not the Enemy shorten sail again?—*A.* Yes, they haul'd their Main-sail up afterwards.

Q. Soon after they had shortened Sail, did not they alter the Disposition of their Line, by putting anotheir Ship astern of the Vice-Admiral, and turning the Frigate to Leeward?—*A.* Yes, they did.

Q. Upon this Motion of the Enemy's, did I not directly change Places with the *Lenox*, and make the *Oxford's* Signal to quit my Line and lie as a *corps de reserve*?—*A.* I saw a Boat go on board the *Lenox*, and she immediately dropped astern of the Admiral; and about Noon, by my Watch, I saw the *Oxford's* Signal out to quit the Line.

Q. By making this Alteration in my Line, did it not become equal to the Enemy's, and I place myself opposite to the commanding Admiral of the Enemy's Squadron?—*A.* It did, and the Admiral and *Spanish* Commanding Officers became Opposite.

Q. When the Van of my Line was advanced abreast of the Enemy's, did not the *Spanish* Vice-Admiral begin to fire upon the *Tilbury* and *Strafford*?—*A.* He did.

Q. Did not the *Tilbury* return her fire?—*A.* She did directly, and I did not fire a gun until ten Minutes afterwards, which was just the Distance between the Signal's being made, and their beginning to fire upon us.

Q. Was any Signal, made for Battle, out then on board the *Cornwall*?—*A.* No, not when the *Tilbury* began to fire.

*Captain Innes.* Were the *Tilbury* and *Strafford* then equally distant from the enemy?—*A.* No, I was nearer the enemy than the *Tilbury* was; I always kept her open upon my weather Bow.



Q. What Distance might you be astern of the *Tilbury*, when she fired her first shot?—A. About a Cable's length and a half, I believe.

Q. Had you not several Men killed on board the *Strafford* before you returned the fire?—A. I really don't recollect; I believe there might be some killed; our rigging was much shot, but cannot say, whether there were any men killed, or wounded.

Q. Did any of the shot hull you, before you began to fire?—A. I don't remember any did, although we were near enough for them to hail us, to be sure, but we were a great deal too far for any musqueting.

*Prisoner.* When I found the Action thus brought on without Signal, or Orders, did I not immediately make the Signal to lead large?—A. You did.

Q. By making the Signal to lead large, did I not give the *Warwick* an opportunity of closing the Line speedily, had she set sail and crowded up?—A. I did not see the *Warwick* at that time.

Q. When Captain *Powlett* had thus drawn on the action, was it not the most prudent step, I could take, to bear down, and endeavour to come to close Action as speedily as possible?—A. I think it was.

Q. Did you see the *Tilbury* obey the Signal for leading large?—A. No.

Q. Did I not fire a shot at her, to make her obey it?—A. I don't know, I don't remember any shot fired.

Q. Finding she did not obey the Signal to lead large, did I not soon after make her Signal to come to a closer engagement?—A. Yes, I saw her Signal out, and a Signal to come to a closer engagement.

Q. Did not the *Strafford* ahead of me, and the *Lenox* astern of me, obey the Signal for leading large, and bear down with me to the enemy?—A. I know the *Strafford* did; but the *Cornwall* being between me, and the *Lenox*, I don't know what she did.

Q. Did I not keep my main-sail set, and every sail abroad, until I got into my station, abreast of the Vice-Admiral?—A. Yes, she came down with such a resolution and intrepidity, that I cannot help mentioning what I said in a letter I wrote the next day.—“ I was engaged with the *Conquestadore*, the Vice-Admiral, and the *Galgo* frigate, when the *Cornwall* came up to my assistance with great resolution and intrepidity, and came to a very close engagement, yard-arm and yard-arm, with the Vice-Admiral's Ship and her two seconds, and obliged the *Conquestadore* to strike a second time immediately after her coming up. The *Conquestadore* had before struck to me, and hoisted her colours again, when she was got upon

my starboard quarter: they first spread them over the netting of the larboard quarter, and then hoisted them in the mizen shrouds on the larboard side—I was then close by her.”

Q. As I passed by the enemy's sternmost Ships, in my way to the Vice-Admiral, did not they continue firing upon me all the way I went?—A. I saw a fire from the enemy, but I could not say who it was at.

Q. Just before we began to engage, did not you see me haul up my main-sail, and lower my top-gallant-sails?—A. Yes, I did; I saw you shorten sail.

Q. Did you not see the *Warwick*, during the action, lying a long way astern of the *Conquistadore*, with her main-sail up, maintop-sail aback, and top-gallant-sails lowered?—A. I did not take any notice of the *Warwick* until towards six o'clock, when the *Cornwall* was gone to take possession of the *Conquistadore*.

Q. During the action with the Spanish Vice-Admiral, did not you see the enemy's sternmost Ships shoot up as near as they could to cover their Admiral, and keep firing under my stern at me?—A. They shot up all together, and were in very great confusion, and kept a constant firing, the whole four ships.

Captain Innes. Did you see the *Cornwall*, during the action, ever luff up, with some of her topsails aback?—A. No.

Prisoner. While you were engaging the *Conquistadore*, was she not set on fire?—A. She was all in a blaze.

Q. Did she not strike presently after?—A. She did.

Q. How long did the *Cornwall* continue in action?—A. About an hour, I believe, to the best of my remembrance.

Q. Did not the *Cornwall* beat the Vice-Admiral out of the line, make him bear away round, and crowd all the sail he could set; and did he not hoist a Biscay ensign at his mizen peek at that time?—A. The *Cornwall* did beat Admiral Reggio out of the line; he ported his helm round, set his main-sail, foretop gallant-sail: sprit-sail, and head-sails, and one yard-arm of his maintop-gallant-sail: at the same time I expected his main mast to go by the board every minute; and I believe, had it not been for an unlucky shot carrying away the *Cornwall*'s maintop mast, he would not have engaged a quarter of an hour longer; for I never saw people in greater confusion than they were. He then hoisted a signal at his mizen peek, which continued up a little time, while he bore away, and then he took it down again.

Captain Innes. Was not the *Strafford*'s foretop-sail-yard shot down at the same time?—A. I don't know that the *Strafford*'s foretop-sail-yard was shot away at all; my maintop-sail-yard was down upon

the cap, and continued so until the evening, until I had an opportunity to reef the top-sail.

Q. If Admiral Reggio had been inclined to avoid the *Strafford*, was it in the *Strafford*'s power to have renewed the engagement with him?—A. If he could have avoided the engagement, I believe he would; but the *Strafford* went better than he did, and I bore away immediately after him when I saw him bear away, and brought him again to the engagement—and kept engaging with him and the other Ship, until the *Canterbury* came in very seasonably to my assistance.

Q. How long did Admiral Reggio continue engaged after he left the *Cornwall*?—A. I believe about two hours.

Q. Did he keep engaging upon a wind, or did he keep edging away? A. They kept away large the whole time of engaging, with the wind upon the beam, and abaft the beam; and, at eight o'clock at night we were almost afore the wind, the enemy bearing away for the Havanna.

Prisoner. Was not the *Cornwall* within musket-shot of the Vice-Admiral during the whole engagement?—A. I really believe she was, or nearer.

Q. Did you see the *Cornwall*'s fore-sail ever haul'd up during the action?—A. No! I am confident it was not: for when I looked at her, the foretack was on board, and I saw the jib loose, and the sprit-sail, and sprit-sail top-sail, set.

Q. Do you think the *Cornwall* could have ever got into action again with the *Spanish* Vice-Admiral, in the condition she appeared to you to be in?—A. I don't think she could.

Captain Innes. As Admiral Reggio engaged the *Strafford* with the wind upon, and abaft the Beam, and had bore away to leeward before he engaged her, do you think that the *Cornwall*'s studding sails forward, would not have stood?—A. Yes I believe they would—He bore away only about ten or twelve minutes.

Prisoner. When you got up into action with the Vice-Admiral again, don't you think if I had stopped the *Canterbury* to have shifted my flag on board her, that the *Strafford* would have been soon beaten to pieces or disabled?—A. Yes, I think she would.

Q. Should I not then have had two disabled Ships to the enemy's one?—A. Yes.

Captain Innes. Do you think that the *Cornwall*'s twelve oared boat, could not have rowed and sailed faster than the *Canterbury* at that time, with all the sail she had out?—A. I cannot say what the *Canterbury* went, at that time—I think it would have been dangerous to have sent a boat on board her, without her shortening sail at that time.

Q. Did not the same twelve-oared boat, with Captain Taylor in her, go to the van of the Fleet much about that time, without bringing any one Ship to?—A. It was before that time; but it was easier for her to get to the van of the Fleet, than to the *Canterbury*; because the van were under an easy sail, and the *Canterbury* had all the sail out that she could set.

Q. Could not the Rear-Admiral have shifted his flag on board any one Ship of the Squadron, after his maintop mast was gone!—A. I believe the boat might have gone on board any Ship; she might have gone on board the *Canterbury*, if the Rear-Admiral would have stopped her; but I should have thought it a very imprudent thing, when I was engaged with three Ships at the same time.

Prisoner. When the enemy were flying, and dispersed, and engaged in the manner they did in the night, if I had shifted my flag on board any other Ship, could I have been able to have conducted any more than that single Ship I had been on board of?—A. I think not.

Q. After I found I could not get into action with the Vice-Admiral, did you not see the *Cornwall* steer after the *Conquestadore*?—A. I did.

Q. Did not you observe another of the enemy's Ships steering towards the *Conquestadore*, and did not she fire at the *Cornwall*?—A. I saw another of the enemy's Ships bear away, in consequence of a signal which I imagined at first to be, to steer to his own port, for every body to take care of themselves; and afterwards I saw him port his helm, and haul away towards the *Conquestadore*: but who he fired at, as I was then at a great distance, I cannot judge.

Q. Do you think, if the *Cornwall* had not bore down and taken the *Conquestadore*, that the other Ship might not have protected her, and carried her off, against any resistance the *Warwick* could have made?—A. I should have thought they would have behaved very ill, if they had not.

Q. To what cause do you think it was owing, our not having better success, in the first part of the action with the *Spanish* Squadron during day-light?—A. I believe great part was owing to our two headmost Ships not closely engaging the *Spanish* Rear-Admiral, and to the rear's not coming early into action, and indeed the *Warwick* not at all.

Q. Do you know, that there was any thing left undone by me, that ought to have been done; either in chasing the enemy, before action, in attacking the enemy, or in pursuing them afterwards: i you do, declare it to the Court.—A. I do not know any thing that was omitted; I think every thing was done that could be done, by a brave, prudent, and gallant officer.



*Captain Innes.* When the action began, were the Spaniards drawn up in a close line of battle?—*A.* They were in a very good line.

*Q.* Was our line close, or scattered, when the action began?—*A.* The van of the Fleet was in a tolerable good line as far as the centre; the only opening that I know of was upon the *Lenox's* going astern of the *Cornwall*, from being ahead of her, between her and the *Strafford*: and the rear I don't know the situation of—when I bore away and opened the *Cornwall*, I saw the *Canterbury*, and *Warwick*, a great way astern.

*Q.* At twelve o'clock, when the opening happened by the *Lenox's* going astern, was it not in the Admiral's power to have stopped the head, and centre Ships, until they were closed by the rear; and have carried the Squadron down in a close line of battle, as the enemy did not run from us?—*A.* I imagine if the Admiral had stopped the van and centre Ships, until the rear had closed, he would not have got into action before dark, as it was late before the *Canterbury* came in, after she had orders to make sail ahead, and came down with all the sail she could set; neither do I imagine that the *Spaniards* ever staid for us, because they kept under sail the whole day, and during the action, in order to draw us nearer to their own shore, and their own ports.

*Q.* Were not four of the *Spaniards* under their topsails, and some with their mizen topsails aback, most of the day, until the action began?—*A.* I remember but two of them being under their topsails, the two sternmost of them, and that, to keep in their stations; and the rearmost had sometimes her mizen topsail aback.

*Q.* Did not you know that the *Warwick's* fore-topsail was reefed?—*A.* I did not know it.

*Q.* If the Rear-Admiral had ordered the *Canterbury* to change places with the *Warwick*, and joined the Ships in the centre, and ordered the *Oxford* into the line, might he not have carried down six Ships at least, in a well-formed line of battle, to the attack of the enemy?—*A.* I do not know what should have hindered the seven Ships from being in a good line, if every man had done all in their power.

*Q.* Could you be a judge at what hour the *Warwick* came into action?—*A.* I never saw the *Warwick* in action; I saw you fire a few guns, but I never saw you in action.

*Q.* Was you upon the quarter-deck all the time of the action?—*A.* I was, but once that I went down to know why the upper and quarter-deck guns could not be supplied with powder; which was while the *Conquestadore* was between me and the *Spanish* Vice-Admiral, and I was not down five minutes.

Q. At what distance was you from the *Cornwall*, when you saw her bring-to by the *Conquestadore*?—A. I was then upon deck, and took particular notice of it; and believe I might be about three or four miles from her.

Q. Did you observe whether the *Conquestadore*, or *Cornwall*, brought-to first?—A. I did not; I was in a very warm action myself, and was very glad to see the *Cornwall* had bore away to take possession of her.

Q. What was the signal for the line of battle in the night?—A. I do not recollect.—Mr. Knowles says they were triangular lights.

Q. If the Rear-Admiral had shifted his flag, could he not, by means of these triangular lights, and sending boats on board the Ships within reach, have continued to have directed and conducted such Ships?—A. I cannot give an answer to any such question.

Captain Toll. If the Rear-Admiral, in the beginning of the action, had found any officer faulty in his duty, was it not his indispensable duty to have immediately suspended them then, and to have appointed others that would have behaved better?—A. Yes, I think he might.

Court. What Ships of the enemy do you think had suffered in the action before night?—A. The *Conquestadore*, and Vice-Admiral Reggio, were damaged in both masts, yards, and sails; the other in their sails and rigging only, as far as appeared to me.

Q. Did the *Conquestadore* strike to the *Strafford*, in acknowledgment of her intentions to surrender, or because her colours were shot down?—A. She struck with intention to surrender, for her colours were not shot down; but haul'd down; and my people got up and gave her three cheers.

Q. Were the enemy's Ships scattered towards the evening, after the *Spanish* Admiral left the *Cornwall*?—A. They were scattered; the Rear-Admiral was a good way a-head.

Q. Could Rear-Admiral Knowles have come to action with them, if he had drawn his Ships into a line of battle in the night?—A. No! it was impossible; there could have been no more than three Ships together.

Q. How long before the Admiral did you begin to engage?—A. About sixteen or seventeen minutes, by my watch.

Q. How long was you engaged with the *Conquestadore*, the *Galgo*, and the *Spanish* Admiral?—A. From the first of their firing at me, to the time of the *Cornwall*'s coming to second me—that is ten minutes after they fired at me, before the signal to engage was made, and sixteen or seventeen afterwards, before the *Cornwall* came in and engaged the *Spanish* Admiral.—The *Conquestadore* stood but a few broadsides;

she behaved very badly ; or would never have been drove out of the Line so soon as she was.

*The Prisoner withdrew.*

*Court.* As you have been in several actions with the Rear-Admiral, you will inform the Court, whether you ever saw him shew any marks of fear, confusion, or passion ; or behave anywise unbecoming an officer, in the station he bore ?

*A.* No, very far from it : *I have been in several actions with him, and never knew any person cooler, less confused, or more void of passion ; nor did he ever betray any marks of fear, and was particularly remarkable for being most accurate in signals ; and I look upon him to be a brave, and gallant officer, and most zealous for the service of his King and Country.*

The active spirit of Captain Brodie, which induced him to keep his profession always in view though labouring under considerable bodily pain, was roused on the commencement of hostilities with Spain : he accordingly, on the fifth of January, 1762, sent the following letter from his house in South Audley-street, to Mr. Cleveland, who acknowledged the receipt of it.

SIR,

War being declared against Spain, I take the earliest opportunity to offer my service, whenever their Lordships think proper to honour me with their commands. *I was found serviceable* during last war in the West Indies, where I am well acquainted ; and hope I shall not be less so, if their Lordships think proper to employ me in any part of the globe.

I am, &c.

DAVID BRODIE.

The application of this gallant officer was however unsuccessful : an event which he, in common with every other British Seaman, dreaded worse than death.—He again renewed his applications, and was again mortified by receiving no reply. This was a severe trial to a Veteran, who might have shewn his wounds like a Roman to his countrymen, and have claimed their gratitude : he bore it with that heroic firmness, which displayed the superior principle that always actuated his conduct ; and amid an extensive circle of friends, and the avocations of a liberal mind, looked forward to periods more favourable and eventful.

If the anxiety of Captain Brodie's feelings had been great, on perceiving his offer of service disregarded; what were his sensations when, maimed and wounded as he was, he found himself at length superseded, in the promotion of Admirals that afterwards took place.—The very interesting debate, which arose in consequence in the House, renders any remarks unnecessary; and particularly demands the attention of every one, not only on account of the eminent character, who took the lead in it; but also, as the independence of the Service was involved in the discussion. It forms an admirable eulogy on the brave officer, who is now no more; and elucidates some of the most brilliant parts of his professional conduct.

On Monday the fifth of March (1787) *Sir Matthew White Ridley\**, requested that The House would indulge him with their particular attention, whilst he adverted to the Case of CAPTAIN DAVID BRODIE, an officer of most extraordinary merit, who had been superseded in the late promotions to the Flag, on account of his not having served in the last war: an Order having been made that no officer so circumstanced should be promoted. Sir Matthew Ridley contended, that it had not been owing to any fault or failure of his own, that Captain Brodie had not served in the war, preceding the late promotions; since he had repeatedly applied, and offered his Services in person, and also applied by letter.—In the course of his speech, Sir Matthew read the memorial of Captain Brodie (the substance of which has been already inserted), and his letter to Mr. Cleveland in 1762. He then proceeded to enforce the Claim of Captain Brodie; declaring that he asked for no emolument, or pecuniary reward; but was only anxious to obtain (what every man of feeling must conceive to be dear to an officer as his life) the rank to which he was entitled by meritorious services; the denial of which he could not but consider as a degradation and disgrace implying censure, and involving punishment. Sir Matthew then moved an address to his Majesty, *alleging, on the part of The House, their being satisfied that Captain Brodie was entitled to a restoration to rank; and praying His Majesty to distinguish him by some mark of his Royal Favour.*

*Sir John Miller* observed, that in seconding (as he did) the motion of the Honourable Baronet, he felt the highest confidence; inasmuch as he had been for many years the neighbour of the worthy Veteran,

\* Debrett's Debates, vol. xxi. page 370.



whose Case was now under the consideration of The House ; and who, he could assert from his own knowledge, was as much esteemed for his personal virtues, in private and retired life, as he had been respected, by men of eminence and discernment in the Navy, for his services and exertions in the line of his profession. Captain Brodie's Memorial (which he held in his hand) crowded, into a very narrow compass, *services which would have dignified the longest life* ; services which the Country should be proud to acknowledge ; services which the House, he thought, would certainly have sent up to the Throne for acknowledgment on the eleventh of May, by a respectable majority, had the present question come before them at that time ; which would have proved the case, but that it appeared to the friends of Captain Brodie, who were then present, that it would be more for the honour of Parliament, and of the Nation, as well as of the meritorious officer himself, to permit a becoming requital to descend upon him graciously and spontaneously, (which they fully expected would have been the case in consequence of the statement then made to Parliament) and without struggle or resistance from any quarter whatsoever.—Sir John here called to the recollection of the House what had passed in that assembly upon the eleventh of May. Captain Brodie's services, and wishes, were laid before them ; and a motion was made, immediately after, for placing upon the Invalid List such of the Eldest Naval Captains, whose commissions bore date prior to some, or any, of our Flag Officers.—That Motion was carried by a respectable majority ; which made him presume that any mention, in favour of Captain Brodie, would have been carried also upon the same grounds, and perhaps nearly by the same majority.

The extent of Captain Brodie's services, said Sir John, entitle them to notice : sixty years constitute no common length of service, and suggest to me a remark—that when this officer first entered into the British Navy, some of our present Admirals were not born ; two of them I can assert were not, than whom no officers had done more honour to themselves, or more distinguished services to their country. It may be asked—What prevented Captain Brodie's obtaining from former Administrations, that which he at present solicits through the intercession of The House ? The reply, Sir, is—that it was well known to the Navy, it was well known to Parliament, it was well known to every man in the Nation, that Administration and that Board of Admiralty, which had so long disgraced and dishonoured, and in the end nearly ruined the Country, had been distinguished, beyond all others, for little mean prejudices, jealousies, factions, partialities, jobs, and acts of injustice—to which The Brave, and The Generous, were frequently the victims : and of this, Sir, Captain Brodie experienced the truth, in all his applications for Justice, or Redress.—Thank heaven ! Sir, the

Administration of the present day has far other features, and characteristics. Thank heaven, Sir ! such meannesses no longer are visible in our Naval department. The noble person, now at the head of the Admiralty, has always been distinguished for firmness and justice ; for coolness and intrepidity in war ; for a faithful œconomy of public money, and an intense and unceasing application to the duties of his situation in Peace. To such an Administration, and to such a Board of Admiralty, may not age and service look up for shelter ? From such a character, may not injured merit expect retribution ? And let me add that, which though not immediately relevant to the subject before us, can never be an unseasonable communication to this House, and which I can aver from information of reliance and certainty ; that never since this nation had either name, or existence, was the British Fleet so considerable in point of number, force, condition, or efficacy of Ships ; nor our dock yards, and magazines, so amply, completely, and abundantly provided with every kind, and species, of military stores, as at the moment in which I am now speaking. Let no man, Sir, imagine that Captain Brodie comes to this House to look for private profit, or emolument. No, Sir ! Fortune, who has hitherto refused him his fondest wish, has put him far beyond the reach of all pecuniary necessity. But Captain Brodie comes to this House, Sir, for a testimony of his long and faithful services ; he comes to us for a reparation of his injuries, and, with his injuries, of the injuries of his whole Profession. The additional expence of the nation, by this act of justice to Captain Brodie, would, I understand, amount to nearly 120*l.* per annum ; no very great, nor very lasting incumbrance, for the remainder of a life now verging to its seventy-eighth year ; wasted, broken, and shattered by climates, and hardships, and wounds, and injuries.

*Captain Leveson Gower*, having premised that the notice of the intended application of Captain Brodie had pointed it out as necessary to have a reference to the books of the Admiralty Office, in order to ascertain what had been the proceedings there, with respect to Captain Brodie, added, that he therefore rose ; not to say any thing against Captain Brodie, or in depreciation of his merits ; but merely to state a few facts, resulting from the reference which he had mentioned : and he meant to leave those facts to the judgment of the House, without offering any observations of his own. Captain Gower then stated, that it appeared that Captain Brodie lost his right arm in 1747 ; and that in the year 1750, he applied by a memorial to the Board of Admiralty, stating, that from his wounds he was incapable of service ; and praying to be recommended to his Majesty for some mark of his Royal Favour ; that in 1753, he presented another memo-

rial to the same purpose with the former, but couched in still stronger terms. That a Pension was, accordingly, granted to Captain Brodie; that he applied to the Board of Admiralty, offering his services, in the year 1762; that a peace soon followed, and that Captain Brodie had not been promoted, as he was considered as coming within the rule, *that no officer who had not served in a war preceding a promotion, could be entitled to be comprehended in such promotion.* In conclusion, *Captain Gower* begged leave to remind the House, that the proceedings, which he had stated, took place during various Boards of Admiralty; and that of course the present Board were not at all answerable for what had happened.

*Sir Edward Affleck* declared, that he had long known Captain Brodie, and been a witness to his conduct in some of the Actions in which he was engaged. He rose therefore for the purpose of bearing testimony to the facts stated in his favour; and to declare, *that a more meritorious officer than Captain Brodie had never served his Majesty; and that he was as good a man in private life as had existence.*

*Sir John Jervis* then rose, and delivered his sentiments nearly in the following manner.—I feel it, Sir, my indispensable Duty to do justice to that great man, whose case is now before the House; and to declare, on my honour, *that a more gallant officer, a person of more zeal, of more true courage, or of a more enthusiastic spirit of enterprise, never adorned his Majesty's Service.* Captain Brodie's repeated application to the Admiralty Board to be employed during the war with Spain, when she joined France against us, was a sufficient answer to any argument that could be adduced, from his having, in his application for a pension, declared himself, at that time, incapable of Service. Sir, his active spirit, and his professional zeal, had induced him to continue in command, immediately after the loss of his arm; and the consequence was, *that his wounds grew worse, from too much exertion in an unwholesome climate,—and he was accordingly rendered incapable of serving for three or four years: but, when Captain Brodie grew better, he was desirous to return to the exercise of his duties as an officer; and it would perhaps, Sir, have been well for his Country, if the Board of Admiralty had accepted his offer of service in 1762; as he was perfectly acquainted with the Navigation of the part of the world, to which he wished to go; being, I verily believe, from his education, before he came into the profession, and his practice, and experience, afterwards, not only better qualified than most men in the Service for that command, but the best pilot in those seas.*

At a time, Sir, when party disputes divided the Navy, and ran so high as greatly to injure the Service, Captain Brodie kept his character not only free from imputation, but his conduct, Sir, stood



*conspicuous for its bravery* \*, and its merit. A stronger proof of the truth of this assertion need not be given to the House than the following fact : it fell to the share of a most distinguished and respectable officer †, now at the head of his profession, to sit upon a Court Martial, then holden upon an officer of eminence : Captain Brodie, who then commanded the *Strafford*, was a witness ; and the former drew from him, though with great reluctance, an account of the proceedings and events of the day, on which the conduct of the Admiral on his trial had taken place : after hearing Captain Brodie out, the respectable Commander in question burst forth into an exclamation of applause—declaring, *that the oldest officers in the Service might be glad to give up the glory of all the actions of their lives, to have acted as Captain Brodie had done that day*. Upon this fact, Sir, I ground an appeal to the generosity of The House ; and I demand, Sir, whether they can refuse to procure for a gallant, and meritorious officer, that rank, and those professional honours, to which he is justly entitled ; for an officer, Sir, worn down with age, and still smarting with wounds received in the service of his country—who has now in the decline of life merely faculties sufficient left to feel the injustice done him ; and who, unless that Injustice is speedily remedied, cannot lay his head with peace in the Grave !

*Captain Macbride* stated, from the Navy accounts placed on the table of the House, that there were officers, not of so long standing, men who had by no means signalized themselves like Captain Brodie, who had pensions—and still nevertheless had not been deprived of their rank, but were regularly promoted. Captain Macbride went into argument to prove, that the Admiralty Board was conducted in a manner which tended to discourage merit ; and which, if not materially altered, must entail ruin on the Service. He concluded by speaking of Captain Brodie, as an officer of uncommon merit ; and gave his hearty testimony to all that had been said in his favour ; declaring it was but justice that he should be restored to his rank.

*Mr. Chancellor Pitt* then rose, and gave the following reply to what had passed. Mr. Speaker, on so extraordinary a question as the present, I cannot but feel some degree of uneasiness in delivering my sentiments ; particularly as in so doing, I shall be under the necessity

\* The high regard which Lord St. Vincent still bears for the memory of this unfortunate but distinguished character, may be judged of from the patronage with which he has honoured Captain Brodie's grandson, now in the Navy : this young officer is second Lieutenant of the *Theseus*. He was in the action of the fourteenth of February, 1797 ; soon after which he was made acting Lieutenant by his Lordship in Sir Charles Knowles's Ship the *Goliath* ; he was also in the action off the Nile, and at the siege of Acre ; where he rendered essential service to his Country, as appears from Sir Sidney Smith's Gazette letter, vol ii. p. 438.

† Admiral Forbes.



of endeavouring to counteract those impressions, which I am persuaded every gentleman feels; but to which, although in themselves highly laudable, it would prove extremely improper to give way. I am convinced, Sir, that many gentlemen have supported the Motion, not only from motives of humanity to Captain Brodie, but also from a most zealous attention to the good of the Service: but I apprehend, as is too often the case, that although this was done with the best intentions possible, yet such gentlemen may do an essential injury to the very Interest they are anxious to support, by the means they, for this purpose, adopt. I am persuaded, Sir, that the Honourable Gentleman (Sir John Jervis) who spoke so warmly in favour of the Claim of Captain Brodie, and *who is himself one of the greatest ornaments, and examples, to the Service*; could have nothing in view which appeared to him repugnant to its welfare. But, Sir, I am also convinced, that when this Honourable Gentleman, and others, come to consider the Question in its true light, as an actual invasion of the Royal Prerogative, and an assumption by Parliament of the superintendence of Naval Promotions, they will abate much of that eagerness, which they shewed in their support of it. Not merely improper, Sir, but seriously alarming, must prove the interference of the House with the sanctions of the Executive Government: this, the present motion has a palpable and manifest tendency to introduce!—If the interference of Parliament, on such occasions, is in general to be avoided; it is on the present occasion more particularly necessary not to suffer its admission. From the arguments used in support of the Motion, and from the words of the Motion itself, it is perfectly clear what the friends of Captain Brodie, wish for and intend. They disclaim, Sir, all idea of a pecuniary compensation, but still demand a reparation of the Injury sustained by him, in being prevented from attaining the rank of Admiral; to which, from his standing in the Service, if nothing else were considered, he would be fully entitled. How then can any such reparation be made, a pecuniary one being disclaimed, except by a promotion to the very same rank, that he complains of being deprived of, the rank of Vice Admiral? What then is this, but an express interference with the executive government? and that in one of its most sacred branches—the appointment of the Naval Officers, by recommending a particular officer to a specific rank, and even pointing out that rank with peculiar nicety, by describing it as next to Sir Edward Hughes.

But it is not, Sir, only as an interference with the general exercise of that part of The King's prerogative, that the Motion is objectionable; but because it goes to a still greater length, and prescribes to the Crown to create a deviation from a positive rule established by his

Majesty, in pursuance of the advice of his Ministers in that Department, the Board of Admiralty, that *no Officer who has not served in the War preceding any Naval Promotion, shall be included in that promotion.* Did the Honourable Gentlemen, who supported the Motion, mean to contend that this rule was impolitic, and likely to injure the Service? *If so, then let them argue it upon that ground; and, if they can establish the opinion, let the rule be annulled.* But Sir, while The Rule continues to exist, and whilst its propriety remains unimpeached, why address The Crown for a partial violation of it? When a rule is once established, I must always approve of its being vigilantly guarded by this House, and of its interposing to prevent the Executive Government from deviating from it. But for Parliament to address the King to dispense with a fixed Rule, in a particular instance, and where the result of its so dispensing, was to be appointment to a specific rank in The Navy—so many, and such insurmountable objections arise against the motion, that I cannot avoid giving it, my most direct, and hearty Negative.

Although I give implicit faith, Sir, to the statement made by the gentlemen, who spoke in favour of the motion; yet still, so far as it is supported by records, it only goes to prove—that Captain Brodie had applied for the first time, in writing to the Lords of the Admiralty, for a command, on the breaking out of the Spanish War; though, at that time, we had been for several years at war with France; and notwithstanding that I am very willing to believe, that Captain Brodie might in fact have made many personal applications previous to that period; yet, from the very words of his own letter, a contrary inference would naturally follow: for in it, he said, *that he thus takes the earliest opportunity of offering his services.* If any injury had been really suffered by Captain Brodie, the time to have sought a remedy would have been that, in which the injury was done; but instead of this, he had acquiesced in it during the space of twenty-five years. It has been contended, by way of obviating the objection to the great length of time which had elapsed, that although the foundation of the injury had been laid in the Act, by which he was put upon the superannuated list, yet that the Injury itself did not arise until the year (1778); at which time, Captain Brodie, but for his being thus superannuated, would have been included in the promotion of Rear-Admirals—which is sufficient at once to induce the House to reject any Motion of so extraordinary a nature.

But what in reality, Sir, is the injury sustained by Captain Brodie?—At his own request he had been put on the Pension List; and the Pension granted him has been as great as had ever been given to any Captain in the Navy: so that in this instance, no injustice had been

done to his merits, as an officer, which undoubtedly *were great and exemplary*. The reasons which prevented the Board of Admiralty of that day from employing Captain Brodie, cannot at this distance of time be fully ascertained; nor do I know that it would be right in Parliament to demand any information upon that head: but I believe, that when it is remembered, how active and zealous the noble Lord, (Lord Anson) who then presided at the Board, had always been in the discharge of his Duty; how dear the Service was to him, and how dear he was himself to the Service; no person could suspect that any other motives, except those of a most honourable nature, could have operated with him in the part which he took respecting Captain Brodie. As to the Present Board of Admiralty, they can have no personal interest whatsoever in the Case of Captain Brodie; but they must certainly feel a strong interest in adhering strictly to a Rule, which it was thought necessary, for the welfare and prosperity of the Navy, to establish: nay every man who approves of The System of our government, and of the separation between the legislative, and executive functions, must feel warmly interested in perceiving that separation, and in preventing an union of both, in this House; which I affirm, Sir, the present Motion has a manifest tendency to effect. As the Government now stands, His Majesty's Ministers are responsible for the several appointments, which they may advise; but if Parliament takes into its own hands the Right of making appointments, then the responsibility of Ministers is at an end; and while they thus become deprived of the means of doing good, they will be furnished with an excuse for doing wrong.

I confess, Sir, that I feel myself warm on the subject: but it is a warmth which, as far as it applies to Captain Brodie, becomes the warmth of regret, at the necessity which I labour under of rejecting a Motion, to which, if I had nothing to consider, but the services and merits of him, whom it concerns, I should give my hearty assent. I am warm, Sir, in my opposition to a Motion which tends to unhinge and disjoint the System of The Constitution: for, if a precedent of such a nature were once to be established, there is scarcely an Officer, who had met with any disappointment, in the course of his promotion, who would not avail himself of the precedent, and think himself entitled, in that case, to apply to Parliament for relief. There would never be wanting instances to attract the compassion of the House; though I must confess there would seldom be found facts so highly deserving of your attention, as those which belong to the case of Captain Brodie, were the case of a nature to which the House could with propriety attend.—If it were argued that the present motion was only for a

general address to the Crown, to reward great and eminent services; though, by the bye, all the arguments, in favour of the motion, went to the necessity of particular, specific reward: in that point of view, I cannot but think the Motion highly improper; for it has never been the practice of this House to carry up such an address to The Throne, except immediately at the time of the performance of those services, for which the reward was requested.

On the whole, Sir, though I most heartily sympathise with the feelings of Captain Brodie, and acknowledge his merits and services, in an equal degree with his warmest Supporters; yet my Duty, as a Member of Parliament, will by no means suffer me on the present occasion to give way to either; and therefore I must vote against the Motion.

To the above arguments of Mr. Pitt, *Mr. Fox* replied—that he should assent most implicitly to the observations of the Right Honourable Gentleman, were it possible for The Question to strike him in any similar point of view:—I cannot avoid perceiving, Sir, that in order to make out his objection to the motion, the Right Honourable Gentleman has been obliged, rather to argue, from what has fallen in the course of the Debate, than from the Motion itself. I agree that the promotion of naval men is vested solely and exclusively in the royal prerogative, and also, that the executive power ought not to be interfered with, by this House, unless in Cases where they have been guilty of abuse, or neglect of Duty. If therefore the present address, had been an address (as the Right Honourable Gentleman has stated it) for the purpose of desiring his Majesty to grant specific rank to Captain Brodie, I should have been the last man to rise, and support it; but, in fact, it is no such thing—it was an Address drawn generally, and praying his Majesty to bestow some mark of his royal favour upon Captain Brodie; leaving it to his Majesty to determine its nature. I could have wished, Sir, that the Facts, on which the Claim of Captain Brodie rests, had been more formally before the House, than they are; but The Case stands upon the ground, on which various other cases have stood, and upon which this House, Sir, has thought itself warranted to proceed—it rests upon the ground of Notoriety!—In the year 1773 General Monckton had been on the eve of being sent out to India, as Commander in Chief of the forces there; but it was afterwards thought advisable to send out Sir John Clavering: in that case, in order to make General Monckton some amends for his disappointment, a Motion was brought forward in this House, to address His Majesty; praying Him to grant some mark of His Royal Favour to General Monckton, for his meritorious services; the services of



General Monckton, Sir, had undoubtedly been meritorious; but they had been services performed many years preceding the year 1773: and what made the case stronger was, the circumstance that General Monckton had not been disappointed of an opportunity of serving his Majesty, but of serving the East India Company.

Mr. Chancellor Pitt answered, that he must still contend, if The Address were to be carried, His Majesty could not by any possible means comply with the wishes of The House, in any other way, than by appointing Captain Brodie to the specific rank of Vice-Admiral, next after Sir Edward Hughes; which was in effect, if not in terms, a direct and positive interference of that House, in the rank and promotion of Naval Officers.

After some remarks from Lord Mulgrave, who spoke decidedly against the Motion; and also from Mr. Pulteney, Mr. Dundas, Sir George Collier, Mr. Pye, Mr. Dempster, Mr. Brett, Commodore Bowyer, and Mr. Sheridan; who severally delivered their sentiments, Sir Matthew White Ridley declared, that he was so far from wishing to interfere with the Executive Government, that with the leave of The House he would withdraw his Motion, and make another in still more general terms. He accordingly moved—*That an humble Address be presented to His Majesty, that His Majesty will be graciously pleased, to take the meritorious services, and sufferings of Captain David Brodie into his royal consideration; and that his Majesty will be pleased to confer some mark of his royal favour on the said Captain Brodie, as to his Majesty shall seem proper.*

Mr. Pitt still declared himself averse to the principle of the Motion, whatever shape it might assume.—After some further remark from Sir Matthew White Ridley, Lord Hood, and Sir John Jervis, the question being called for, the House divided—Ayes 83, Noes 100.

Captain Brodie, then in his seventy-eighth year, worn out with the wounds and disappointment he had received, never recovered this event which he severely felt. He died at Bath, and was buried in the abbey church of that place.

In this tumultuous sphere, for thee unfit,  
 How seldom art thou found, Tranquillity !  
 —Oh ! beauteous sister of the halcyon peace,  
 I sure shall find Thee in that heav'nly scene  
 Where care, and anguish, shall their power resign.  
 Where Hope alike, and vain regret, shall cease ;  
 And Memory—lost in Happiness Serene,  
 Repeat no more—THAT MISERY HAS BEEN MINE !

*Charlotte Smith.*

Captain Brodie remained for forty years, without intermission, in the constant service of his Country.

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The trial of Admiral Knowles, which we have noticed in the above memoir, produced some very serious consequences, which would have been more extensive, if the Admiralty had not judiciously interfered. The Captains, who distinguished themselves in The Action, and thus gave such strong testimony in favour of their gallant Commander Admiral Knowles ; indignant at the false accusations brought against him, on his acquittal publicly charged the other Captains (who had instituted the charges, and shewn such a shameful backwardness in the engagement) of Ingratitude, Cowardice, and malignant Falsehood. Captain Clarke meeting Captain Innes at Portsmouth, publicly gave this opinion of him : and being necessarily called out by Captain Innes, a duel ensued, and Captain Innes was shot through the heart.—Occurrences of the same serious nature would have taken place ; but were fortunately in time prevented. What aggravated the calumny, attempted to be established against the injured commander, was the ingratitude of his accusers : the Admiral would have brought forward the delinquents to answer for their cowardice, immediately after the engagement, if he had not been persuaded by Captains Brodie and Clarke to suppress their conduct ; since much honour had been obtained by the capture of the Conquestadore, and the burning of the Spanish Admiral's Ship. As dispatches arrived of the cessation of hostilities, the Admiral was more easily persuaded to listen to the ill-judged advice of his friends : little did he think, after the delinquents had expressed a sense of the Admiral's forbearance, *which they had actually done*, that they had secretly conceived, and with the most consummate duplicity, determined to arraign the Admiral himself on his return to England.

ARMS.] Argent on a Chiveron Gules, betwixt three mullets, Azure, an anchor proper.

CREST.] A dexter hand, holding a bundle of arrows.

MOTTO.] Unire.

# NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURCITE VASTO!

## No. XI.

ADMIRAL HOPSON\*.

**B**ONCHURCH village, in the Isle of Wight, claims the honour of having been the birth-place of the gallant **ADMIRAL HOPSON**; who, from a common sea-boy, rose to an high rank in the Navy, and was much celebrated in the reign of Queen Anne.

The history of this extraordinary character is as follows: He was left an orphan at an early age, and apprenticed by the parish to a taylor; a species of employment ill suited to his enterprising spirit. As he was one day sitting alone on the shop board, with his eyes directed toward the sea, he was struck with the appearance of a squadron of men of war coming round Dunnose: following the first impulse of his fancy, he quitted his work, and ran down to the beach; where he cast off the painter from the first boat he saw, jumped on board, and plied the oars so well, that he quickly reached the Admiral's Ship, where he entered as a volunteer, turned the boat adrift, and bade adieu to his native place. Early the next morning the Admiral fell in with a French Squadron, and in a few hours a warm action commenced, which was fought on both sides with equal bravery. During this time Hopson obeyed his orders with great cheerfulness and alacrity; but after fighting two hours he became impatient, and enquired of the sailors, what was the object for which they were contending? On being told the action must continue till the white rag at the enemy's mast-head was struck, he exclaimed, "*O! if that's all, I'll see what I can do.*" At this moment the ships were engaged yard-arm and yard-arm, and obscured in the smoke of the guns. Our young hero, taking advantage of this circumstance, determined either to haul down the enemy's colours, or to perish in the attempt. He accordingly mounted the shrouds unperceived, walked the horse of the main-yard, gained that of the French Admiral, and ascending with agility to the maintop-gallant-mast-head, struck and carried off the French flag, with which he retreated; and at the moment he regained his own Ship, the British tars shouted "**VICTORY**," without any other cause than that the enemy's flag had disappeared. The crew of the French Ship,

\* There were two of this name in the service, during the reign of Queen Anne, viz. Thomas, and Edward, supposed to have been brothers; both attained the rank the Admiral; of former was knighted.

being thrown into confusion, in consequence of the loss of the Flag, ran from their guns; and while the Admiral and Officers, equally surprised at the event, were endeavouring to rally them, the British tars seized the opportunity, boarded the vessel, and took her. HOPSON at this juncture descended the shrouds, with the French Admiral's flag wound round his arm, and displayed it triumphantly to the sailors on the main deck; who received his prize with the utmost rapture and astonishment. This heroic action reaching the quarter-deck, HOPSON was ordered to attend there; and the officers, far from giving him credit for his gallantry, gratified their envy by brow-beating him, and threatening him with punishment for his audacity; but the Admiral, on hearing of the exploit, observed a very opposite conduct. "My lad (said he to Hopson), I believe you to be a brave young man: from this day I order you to walk the quarter-deck; and according to your future conduct, you shall obtain my patronage and protection." Hopson soon convinced his patron, that the countenance shewn him was not misplaced. He went rapidly through the several ranks of the service until he became an Admiral; and so great was the confidence which his Sovereign placed in his conduct, that she gave him the command of a Squadron, with a commission to cruise at his own discretion. In this service he acquitted himself to the satisfaction of his royal mistress, and became the pride of the British Navy.

E. W.

*An Account of Rigging shot away, and Damages sustained in the Masts and Taras of His Majesty's Ship Cornwall, Rear-Admiral Knowles, Captain Taylor, in an Engagement with Seven Spanish Men of War off the Havanna, October 1, 1748.*

## RIGGING.

|                                                                 |                                                                                                                       |
|-----------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| Jib-stay.                                                       | One of the foreclew garnets, and both the bunt-lines,                                                                 |
| Fore-top-gallant-stay, bow-lines and braces, tye and halliards. | One of the fore-preventer braces.                                                                                     |
| Fore top-mast stay-sail, stay and halliards.                    | The main stay and spring-stay.                                                                                        |
| Fore-top-mast stay, and preventer-stay                          | One pair of the main shrouds.                                                                                         |
| Fore stay-sail halliards                                        | One of the main-braces, and both of the preventer braces.                                                             |
| Fore-stay, and spring-stay.                                     | Both of the main-bow lines.                                                                                           |
| The collar of the outer bob-stay.                               | One of the main-sheets, and both the jeers.                                                                           |
| Six pair of fore-shrouds.                                       | Three pair of the mizen shrouds.                                                                                      |
| Four pair of the fore-top-mast shrouds and all the back stays.  | Main-top-mast, and all the rigging down upon deck, and most of the running rigging cut to pieces by the enemy's shot. |
| The fore-top-sail tyes, slings, braces, bow-lines, and lifts.   |                                                                                                                       |
| The fore-braces, and bow lines.                                 |                                                                                                                       |



## MASTS AND YARDS.

- The main-mast shot through, ten feet above the upper deck.
- The main-top mast shot away, about eighteen feet from the head, as also, shot through four feet above the main-cap.
- The fore-mast shot through in the square of the hounds in two places.
- The head of the fore-top-mast shot through in the wake of the rigging.
- The fore-top-galiant-mast shot half through, four inches above the top-mast-cap.
- The mizen-mast shot through, three feet below the trussel-trees.
- The bowsprit shot through, two feet within the collar of the forestay.
- The spare fore-top-mast on the booms, shot almost asunder, twenty three feet from the head.
- The larboard main-yard-arm shot one third asunder, sixteen feet from the yard-arm, and mast studding sail booms shot asunder.
- The fore-yard shot one third asunder, four feet from the larboard jeer-block.
- The fore-top-sail-yard shot half through eight feet from the starboard yard-arm.
- The mizen yard shot half through, about twelve feet from the lower end.
- The starboard gunnel, and string pieces, shot asunder in two places.
- Nine large shot through the side, above the middle deck.
- Seven large shot through above the main wale.
- Three large shot through, in the main wale.
- One under the after lower deck port, one between the pumdlills, and one two feet before the chestree ; as also great numbers of grape and musket balls in the sides, masts, yards, &c. and two large shot through the larboard side ; one under the larboard cathead, and one under the aft part of the fore channel ; and the fore-most chain pump cistern shot to pieces ; and eight pillars of the decks shot to pieces.

## PLATE XXVII.

View on the River Thames, with Greenwich Hospital in distance, and the Augusta Yacht ; as she appeared on the Fifth of April, 1795, with Her Serene Highness the Princess Caroline of Brunswick on board. The Standard of Great Britain is hoisted at the Governor's House, and on the Maintop of the Augusta ; Commodore J. W. Payne's Broad Pendant is flying at the Foretop. The Tenders, and different Pleasure Boats, which on that Day covered the River, are introduced : the whole formed a most brilliant and interesting Scene.

*Narrative of the Proceedings of the Squadron, under the Command of Commodore John Willett Payne \*, appointed to conduct her Serene Highness the Princess Caroline of Brunswick to England.*

(From the Minutes of an Officer on board the Jupiter.)

ON the fourth of December (1794) Captain Payne, being appointed to conduct her Serene Highness the Princess Caroline of Brunswick to England, attended at the Admiralty, and received his commission, as Commodore of a Squadron of Yachts ordered on that service.

\* Vid. page 33.

Captain T. Larcom being in the mean time nominated to command the Russell, Commodore Payne hoisted his broad pendant on board the Augusta yacht. It being however thought expedient that a superior force should be sent, the Commodore shifted his broad pendant from the Augusta, to the Jupiter \*—a fifty gun Ship, which had been lately repaired at Sheerness; commanded by Captain W. Lechmere, late of the Saturn. At sun-rise, on the thirty-first of December, the Commodore saluted Vice Admiral Dalrymple, at Sheerness, with thirteen guns, which were returned.

On the second of January. 1795, at half past twelve P. M. made the signal to weigh; at half past five the Squadron came-to, and moored at the Great Nore.

On the thirteenth of February, Commodore Payne struck his broad pendant, and went to London—returned on the twenty-sixth, hoisted the pendant, and the next day having unmoored, dropped with the Squadron further to the eastward. On the Jupiter's coming to anchor, the rest of the Squadron manned the shrouds and cheered the Commodore, which was returned.

On the *second* of March, at five A. M. made the signal to weigh :—sailed in company with the Phaëton and Latona frigates; Martin and Hawke sloops; Cobourg, Active, Rose, Fly, and Princess Royal cutters. At half past seven fell in with his Majesty's sloop Lark, hailed her, and she joined company. On the third, made the Phaëton's signal to look out; at noon saw the Texel bearing E. S. E. seven or eight leagues. *Fourth*—At one P. M. recalled the Phaëton by signal; at five Schelling Island S. E. by E. five leagues. *Fifth*—Fresh breezes and thick foggy weather; sent the Cobourg to make the land; at six A. M. made the signal with five guns to bring-to on the star-board tack, hove-to, fired fog guns; at eight the Cobourg returned with a pilot; made the signal to bear up, and sail large; half past

\* *Officers of his Majesty's Ship Jupiter, whilst on the above Service.*

*Commodore.* John Willett Payne.

*Captain.* William Lechmere.

*Lieutenants.* Jemmett Browne Mainwaring.

George Irwin.

James Dunbar.

Joseph Spear.

Hon. Courtney Boyle.

George Barker, *Aiding.*

*Marines.* Major Robert Anderson.

William Alridge, *Lieutenant.*

*Warrant Officers.* George Hermes, *Master.*

Thomas Landseer *Purser.*

Robert Dunkin, *Surgeon.*

Reverend James Stanier Clarke, *Chaplain.*

Francis Mason, *Commodore Secretary.*

† For a List of the Squadron, vid. page 34.

eleven made the signal to anchor; at noon came-to with the best bower, in five fathoms; veered an whole cable; repeated the signal to anchor with two guns. *Sixth*—Fresh breezes and thick foggy weather; A. M. clear weather; Heligoland \* light, N. distant eleven, or twelve miles; sent the Rose cutter to the island for pilots: at six made the signal with a gun for pilots; half past, fired two guns shotted at a pilot boat to bring her to. All the Squadron in company except the Lark. At noon two pilots came on board to carry the Jupiter into safe moorings, off Cuxhaven; which being the largest Ship that had ever approached so near to that coast occasioned much anxiety: the Lark still missing; great apprehensions for her safety. *Seventh*—P. M. fresh breezes and thick weather with rain: at one made the signal to anchor; and at half past two, with the best bower came-to in seven fathoms, abreast of New Work, Cuxhaven town bearing S. by W. At ten A. M. threw out the signal to weigh; weighed and made sail with the Squadron; at half past eleven threw out the signal to anchor; came-to off Cuxhaven, with the small bower in eight fathoms; made the signal for the Squadron to moor:—the Lark still missing.

The *eighth*, P. M. fresh breezes, and thick foggy weather. At half past one saluted by the fort with nine guns: an equal number returned. A. M. fresh gales, with snow; the river full of ice; which was driven out to sea with the tide in large masses, or whole fields at once: got the sheet anchor over the side: at six struck lower yards, and top-gallant-masts; got the spritsail-yard in. At eight, the Hawke, who had suffered severely during the tempestuous night, parted, and with great violence drove foul of the Jupiter: the scene was particularly alarming, as the safety of both ships, from the violence of the tide, was at stake: providentially, with the assistance of day-light, and the skill of the officers on board, no material injury was occasioned: brought home the best bower anchor, got the spare anchor over the side, and double rounded the cables to secure them from the ice.

On the *ninth*, the severe weather, for a time, became more moderate:—hove up the best bower; moored Ship, and sent the stream anchor to the Hawke: and here we must notice an event, which was equally singular and interesting. During this day, a man who had been taken from off a piece of ice, that was floating out to sea, by one of the Blackeness

\* Or Holy Island, is N. W. by N. about eight leagues from the mouth of the Elbe, which all Ships endeavour to make, that are going to that river, or the Weser, and Eyder;—it belongs to the King of Denmark. From the Monk Rock which appears above water almost as high as the island, above a mile at S. S. E. there is a dangerous *sunken rock*; but the depth of eight or nine fathoms will keep a Ship clear without it.

pilot boats, was brought on shore at Cuxhaven, and gave the following account of his sufferings.—“ He had belonged to an Hambro’ trading vessel, bound from London to that place, laden with groceries; during her passage she was lost, amid the ice, January 28, on a sand off Cuxhaven. The master, with a boy, and the sailor above-mentioned, got upon the sand, at that time covered with ice, and preserved life with some wine, and biscuit, which they had saved from the wreck; at the end of eleven days, the master and boy died. The survivor, with an unshaken resolution and reliance on Providence, would not allow himself to despond? every night he laid down upon one of the dead bodies, and put the other over him; the intense cold keeping them from being offensive: in this forlorn and melancholy state he slept sound, and declared that he constantly received great consolation from dreams, which portended his future safety. The wine and biscuit being at length expended, he discovered some cockles on a part of the sand not covered with ice, upon which he existed until the ninth of March, and was thus miraculously saved. When he awoke on that day, he found the mass of ice had separated, and was drifting out to sea—he then gave himself up for lost.” On his first landing at Cuxhaven, having sufficiently recovered to make himself understood—for the warmth of the house caused an agony of pain, his relation found credit but with few; until they recollected that a vessel answering his description had been wrecked; and also saw the bills of lading which he produced.

On the *eleventh* of March, to the great joy of every one, who had imagined she was lost, the *Lark* rejoined. On the *fourteenth*, the weather again became squally with snow: at four P. M. were obliged to strike lower yards, and top gallant-masts. At two A. M. a field of ice unusually large came with great violence athwart the *Jupiter*, and brought home the best bower anchor: the Ship immediately drove towards the shore, and serious apprehensions for her safety were entertained; these the darkness of the night, the danger of the coast, and the peculiar severity of the weather, which covered the rigging with ice, and rendered it extremely difficult for the crew to perform their duty, greatly increased. The *Jupiter* was at length brought up, by the best bower: hove short on the small bower, swayed up lower yards, and top gallant-masts; at half past eight weighed the small bower, shifted the birth, and came-to with the small bower—veered to an whole cable. These precautions were hardly taken, and the crew by no means recovered from their great exertions during this dreadful night; when another field of ice came again athwart the *Jupiter*, and brought home the small bower. Without delay the best bower anchor was let go; when, notwithstanding its immense weight, to the great



astonishment of every one, it made no more effect on the impenetrable thickness of the ice than a log of wood : the situation of the Ship during this interval of life and death, for such it appeared, was excessively precarious ; at length meeting with some division in the ice, the Cable to the joy of every one was heard to run out—a sound more delightful never charmed the ear of a mariner ! on weighing the small bower one of the arms was found gone \*—got the spare anchor over the side ; cut the clinch of the small bower, and bent it to the spare anchor.

The severe season continued, with but little intermission, until the *eighteenth* of March, when the Phaëton, (who had made the signal of inability on the 16th, and put to sea) again rejoined. A great quantity of ice still continued in the Elbe. On the twenty-eighth, the hardships, and anxiety which the Squadron had experienced were happily terminated. The day had been unusually fine : the weather had become more genial ; and the whole scene had lost much of its gloom and dreariness ; when, at half past four, guns were heard in the offing ; and soon the standard being discerned in a cutter standing out of the Elbe, announced that the Princess of Brunswick was on board. What joy and exultation pervaded the breast of every one ! the preparative signal was immediately made with one gun. The barge was dispatched with the First Lieutenant to steer, accompanied with the boats of all the Squadron : the scene which followed, had a peculiar interest and grandeur. The procession of the boats, with their pendants flying, rowing in order, and keeping time with their oars, had a fine effect. When the royal standard was unfurled in the barge, the Ships of the Squadron were manned ; and a salute of twenty-one guns was fired from each of the Ships. The evening continued remarkably favourable : the Sun seemed to linger in the horizon, and for a time, owing to the smoke, had all the appearance of an eclipse ; it then darted out with fresh lustre. On the sides of the accommodation ladder of the Jupiter were placed Midshipmen in their uniform ; the officers, and guard of marines, were drawn up on each side the quarter-deck : the moment her Royal Highness had ascended the first step, which was about six o'clock, the Standard was hoisted on the maintop-gallant-mast-head of the Jupiter, and received with the customary marks of respect.

The favourable weather, with the exception of some foggy days, continued during the remainder of the voyage. Her Royal Highness particularly endeared herself to the crew, and shewed the utmost affa-

\* Surely the hemp, anchors, &c. for the Naval Service, on which the very lives of the Crew depend, should not be furnished by contract; our enemies, in this respect, have a great advantage.

bility and attention to every one. The Princess was attended by Lord Malmesbury, and Mrs. Harcourt. An Admiral of high rank in the service of the Prince of Orange, was also on board. At half past four on the morning of the twenty ninth, the signal to unmoor was thrown out, and afterwards the signal to weigh. At five the Cobourg cutter sailed for England; and at noon the chief pilot left the Jupiter abreast of the Red Buoy.

The twenty-ninth being Sunday, her Royal Highness at two o'clock had divine service performed on the quarter-deck of the Jupiter, by the Chaplain, the Reverend J. S. Clarke. On the *thirtieth* at seven in the morning, three strange sail were discovered in the southward; at half past, the Latona, Lark, and Rose cutter by signal were ordered to chase. At half past nine the Martin's signal was made, to repeat between the Jupiter, and the chasing Ships; who were soon recalled. The strange sail afterwards proved to be two French privateers with a prize, they had captured. At noon it came on thick foggy weather.

At half past seven, on the evening of the *third* of April, the Jupiter anchored at the Nore: and at sun-rise the next day, Vice-Admiral Buckner manned Ship, and saluted the standard, as did the other Ships under his flag. His Majesty's yachts, the Princess Augusta, and Mary came out, and joined company. At six the Commodore threw out the signal to weigh; and at seven for the Squadron to part company. Accordingly his Majesty's Ships Phaëton, Latona, Hawke, Martin, and Lark, parted company, and saluted the standard; as did Vice-Admiral Buckner, and the Ships at the Nore. Made sail standing up the river; at eleven came-to off Gravesend. At six P. M. Tilbury Fort saluted the standard.

Early on the fifth, her Royal Highness, attended by Lord Malmesbury, Mrs. Harcourt, and Commodore Payne, went in the barge on board the Princess Augusta yacht: when the standard was hoisted at the maintop, and Commodore Payne's broad pendant at the foretop. As the Princess passed Woolwich, the whole band of the royal regiment of artillery played God save the King, and the military cheered the standard—it was the first burst of loyalty her Royal Highness had heard on English ground, and it drew from her tears of joy. About noon the Augusta yacht reached Greenwich, when the Princess embarked in the barge, steered as before by Lieutenant Mainwaring, and landed on the right of the stairs, in front of the Hospital; where she was received by Sir Hugh Palliser, the Governor.

THE LATE

## CAPTAIN EDWARD COOKE'S EXPEDITION

In His Majesty's Frigate *LA SYBILLE*, in 1798.*(From the Letter of an Officer then on board.)*

ON the 4th of January we left Macoa, apparently convoying the Europe and Country Trade ; but designedly on a cruise, to reconnoitre the Spanish force in the Phillipine's, and if possible, cut out from under the batteries of Manilla, the *Rey Carlos*, of 800 tons, belonging to the Spanish Company, and the *Marquesetta*, an Amoy trader, reported to have on board 500,000 dollars ; to attack all their armed dependencies, and annoy them as much as possible as we passed through the Archipelago.

On the 11th of January we made *Luconia*, ran along shore, and on the 12th captured a Coaster ; took out of her only the cash, 4000 dollars, then liberated the vessel and people, desiring they would proceed on their voyage, and apprehend no further molestation. Next day we saw, and could have taken, several vessels of the same description, and it is doubtless, equally valuable ; but Prudence, which seems to guide all our operations, would admit no hazard to the grand object for a trivial consideration ; hence this part of the cruise is not so brilliant in number of prizes, nor so lucrative as some people would have made it ; but I think it highly honourable and praise worthy, particularly as Captain Cooke seemed to feel much the distress that might accrue to individuals to whom the cash and vessels were consigned, although they were subjects, and under the banner of our enemies ; his lenity is only equalled by good manœuvres ; and I respect him for his feelings as much as his bravery.

On the 13th, in the evening, we entered the Bay of Manilla, passing their signal-house on *Corregidore*, as French frigates, and anchored as necessity made expedient, Next day stood towards Manilla Town ; and by well-conceived, and well-conducted manœuvres, captured the following vessels belonging to His Catholic Majesty, without hurting a single man on either side :

A gun-boat, No. 31, carrying one thirty-two pounder, four swivels, thirty oars, fifty-two officers and men.

A gun-boat, No. 33, carrying one twenty-four pounder, four swivels, twenty-eight oars, fifty officers and men.

A gun-boat, No. 34, carrying one twenty-four pounder, four swivels, thirty oars, fifty officers and men.

A guard-boat, rowing twelve oars, with fifteen officers and men.

A felucca, rowing twenty oars, with twenty-three officers and men.

Admiral Don Martin Alaba's barge, rowing twenty oars, with twenty-three officers and men.

A Government felucca, rowing eighteen oars, with twenty-one officers and men.

In all—seven boats, about 232 men, 3 great guns, 12 swivels, 27 muskets, 34 cutlasses, 18 half pikes, 13 pistols, 153 round shot, 137 grape shot, and 100 shells.

This was performed in broad day-light, between eleven and three o'clock, in view of all the people of Manilla and Cavita, and managed with admirable address. The guard-boat came first, with the second Captain of their frigate, Maria de Cabega. The second boat was Admiral Alaba's barge, with the Governor's nephew. The third boat, a felucca, with one of Admiral Alaba's Aid de-Camps, bringing compliments of congratulation on our arrival, and information that all we could wish, or want, would be ready for us; and that boats were getting ready, with anchors and cables, to assist us into their ports. These Officers were so completely deceived, and entertained for an hour and half, that they had no suspicions they were on board an English Ship; and, therefore, opened their hearts freely on every subject. While this was transacting in the Cabin, the boat's crews were handed into the Ship, and our sailors changed clothes with their boatmen, and then rowed up in their boats, in company with our own, and boarded and carried all their gun boats that were out of the river. The people in the gun boats finding it impossible to resist the impetuosity of our boarders, surrendered immediately. This being perceived, and thought rather unaccountable on shore, the fourth boat was dispatched with the Captain of the port, for a categorical answer, why the boats were detained; and to say, that if they were not immediately sent on shore, they should conceive us to be enemies. This Officer and his crew were handed into the Ship, and then they were all entertained with dinner, and their boat's crews with fresh China beef and grog; in this manner we passed an interval of vexatious calm, that left no alternative but this amusement. After this we had an unsuccessful breeze that facilitated discovery, and prevented all further attempts in the bay. From these Officers we ascertained the Rey Carlos was in the Cavita, and most likely aground there, and that the Marquesetta had relanded her money again, in consequence of a suspicious Ship appearing off the Islands some days ago (supposed to be the Resistance). Hence the most lucrative part of this enterprize was frustrated, but the other was completely accomplished; that is, correct information of their Naval Force, viz. Europa, of 74 guns; San Pedro, of 74; Montaneger, of 74; Maria de Cabega, of 36; and Lucia, of 36; all under equipment at the arsenal, but at



that time nearly ready ; with a number of gun-boats, all new and coppered, and apparently very well appointed for the intended purpose.

Had the wind been propitious, that we could have kept *incog.* a little longer, I am induced to believe we could have burnt not only their Ships of war, but the arsenal, on the night of the 14th January : in short, it is impossible to say what might not have been done, if we could have effected a nocturnal approach. By four o'clock in the afternoon we were discovered to be enemies, so as to cause general alarm round the bay. It was then time to be off, and execute plans laid further to the southward ; and, if possible, precede information that we were amongst the Islands. The kind usage to the prisoners while on board, and giving them the guard-boat, barge, and feluccas, to return on shore in, without even obliging their officers to give their paroles ; must afford them, and the natives in particular, an high idea of British generosity, and at the same time positive contradiction to the doctrine of their Priests and Alcaldies, who have taught them to believe the English to be a very barbarous enemy.

At this season of the year, in the supposed security the Spaniards thought themselves from the monsoons, a very few more such Ships, and men, would have taken the place with ease.

On the 15th of January we left the Bay, in company with the three prize gun-boats, one of which was unfortunately lost on the night of the nineteenth, in an hard squall ; it is supposed she filled and foundered—there were in her Lieutenant Rutherford of the Fox, and Mr. Nicholson, Midshipman, from the same Ship, and eleven seamen. From hence we coasted Mindora, Panay, Negros, and Majindanas, without meeting any thing worthy attention, until the 23d, when we arrived off Samboangan ; when we were determined to attack the Spaniards ; and anchored accordingly off their fort at a quarter past one o'clock, and found them vigilantly upon their guard, ready to repel all our efforts : as soon as the Ships and gun-boats were placed, a smart cannonading was kept upon them, which they returned in a well-directed fire upon us. At three o'clock, observing our shot had done their fortification very little hurt, the landing party was ordered into the boats, to attempt carrying the place by storm and escalade : on approaching the shore, the enemy were perceived in such numbers, and so well armed to contest the landing, and others in ambush ready to annoy and to cut off the retreat, that it was judged imprudent to hazard the attempt ; the boats were therefore recalled, the cables cut, and the enterprize given up as impracticable with our little force. In the two hours we engaged the fort, Mr. Standings, Master of the Sybille was killed, and one marine ; and another wounded : on board the Fox there were four killed, one Midshipman wounded, and sixteen

seamen and marines ; the small spars and rigging of both Ships were much cut, and a great number of shot in each Ship's hull. We anchored about three miles from the fort to repair the damages, and break up the gun-boat, &c. until the 26th, when it seems Captain Cooke's attention was called to China by the convoy that would be ready about the time we could arrive. This not admitting further delay in the Archipelago, particularly as there seemed little to be done but against stone walls, we sailed for Pollock Harbour to complete our water, in performing which we unfortunately lost twelve seamen, who were attacked by the armed Illanos from ambush amongst the Mangroves, who killed two on the spot, and took ten prisoners, which they carried off instantaneously. Every effort was made to recover them without success. Their deserted village was therefore burnt and every injury done them in our power ; we only caught one of the Illanos, who was mortally wounded in being taken. From hence we went to Mindanas, and interested the Sultan as much as possible to recover the unfortunate prisoners, and restore them to some British Ship or British Settlement. This he has promised most faithfully to perform, if he can by any means obtain them. From thence we sailed on the 9th February, and arrived in port on the 3d of March.

## THE OCEAN.

*From Dr. GREGORY'S "Economy of Nature."*

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*Its Degrees of Saltness ; the Cause of the Saltness ; Bishop of Landaff's easy Mode for ascertaining the Saltness ; Temperature of the Sea, at different Depths ; Mr. Wales's Mode of trying the Temperature, &c.*

THE Ocean is salt in all parts of the world ; but *the degree of saltness* differs much in different climates ; and is almost universally found to be greater, in proportion as the water is taken up nearer the equator ; where the heat of the sun is greatest, and the evaporation of the watery particles consequently more considerable. One pound of sea water in the BALTIC yields about a quarter of an ounce of salt ; near Holland half an ounce ; and in the British Seas about two ounces. BOYLE has also observed, that in places of great depth, the water is saltest at the bottom.

In the Voyage made towards the North Pole in 1773, it was found that the sea water at the Nore contained not quite one thirty-sixth of salt ; at the back of Yarmouth Sands, not quite one thirty-second ; off Flamborough Head, rather more than one twenty-ninth ; off

Scotland rather less than one twenty-ninth; latitude  $74^{\circ}$  at sea, one twenty ninth; latitude  $78^{\circ}$ . rather less than one twenty eighth; latitude  $80^{\circ}$ , near the ice, not quite one-thirtieth; latitude  $80^{\frac{1}{2}}^{\circ}$ , under the ice, not quite one twenty-eighth; latitude  $68^{\circ} 46'$ , rather more than one twenty-eighth; latitude  $65^{\circ}$ , at sea, rather less than one twenty-eighth. Dr. HALES got only one twenty seventh from water taken up in the Mediterranean, and one twenty-ninth from water taken up at the Nore. Dr. RUTTY says, he procured one twenty-fifth, from water taken up in latitude  $65^{\circ}$ ; one twenty-eighth, from water taken up near Dublin; and one thirtieth, from water taken up at Dungarvan; and Dr. LUCAS, that he obtained one twenty-fifth, from water taken up near Harwich. From other circumstances also it has appeared, that water, from near Teneriffe, contained about one thirty-second of salt; and that some from St. Jago contained fully one fourth.

*The cause of the saltness of the Ocean*, has been a subject of investigation among philosophers in almost all ages, but still remains in great obscurity. There can be little doubt, that a large quantity of saline matter existed in this globe from the creation; and at this day, we find immense beds of *Sal gem*, or common salt, buried in the earth, particularly near *Cracow*; but whether these collections have been derived from the ocean, and deposited in consequence of the evaporation of its waters, in certain circumstances; or whether the ocean was itself originally fresh, and received its salt from collections of saline matter situated at its bottom, or from that brought by the influx of rivers; cannot now be ascertained. No accurate observations on the degree of saltness of the ocean, in particular latitudes, were made until the present century; and it is not possible, therefore, to ascertain what was the state of the sea at any considerable distance of time, nor consequently whether its degree of saltness increases, decreases, or is stationary. From differences among aquatic animals, however, some of which seem adapted to salt water, and some to fresh, it is probable, that both these states of water existed from the creation of the world. We know, it is true, that some kinds of fish, as salmon, are capable of existing both in fresh and in salt water, and that habit has a powerful influence over all animals; but this is not sufficient to refute the main fact, that some kinds of fish thrive only in salt water, others in fresh; some in standing pools, and others in rapid currents.

As it is not every person who can make himself expert in the use of the common means of estimating the quantity of salt contained in sea water; the BISHOP OF LANDAFF has recommended a most *simple and easy mode for ascertaining the saltness of the sea in any latitude*. Take a clean towel, or any other piece of cloth; dry it well in the

sun, or before the fire; then weigh it accurately, and note down its weight; dip it in the sea-water, and when taken out wring it a little till it will not drip when hung up to dry; weigh it in this wet state, then dry it either in the sun, or at the fire, and when it is perfectly dry weigh it again. The excess of the weight of the wetted cloth, above its original weight, is the weight of the Sea water imbibed by the cloth; and the excess of the weight of the cloth, after being dried, above its original weight, is the weight of the salt retained by that cloth; and by comparing this weight with the weight of the sea water imbibed by the cloth, we obtain the proportion of salt contained in that species of sea-water.

Whoever undertakes to ascertain the quantity of salt contained in sea water, either by this or any other method, would do well to observe the state of the weather, preceding the time when the sea water is taken out of the sea; for the quantity of salt, contained in the water near the surface, may be influenced both by the antecedent moisture, and the antecedent heat, of the atmosphere.

Whether the sea is saltier or not at different depths, has not yet been ascertained; but that its temperature varies considerably, in proportion to the depth, we have decisive proof.

With respect to the *temperature*, says Bishop Watson, *of the sea at different depths*, it seems reasonable enough to suppose, that in summer time it will be hotter at the surface than at any considerable depth below it, and that in winter it will be colder.—Suppose a cistern, twelve feet in depth, to be filled with spring water, of  $48^{\circ}$  warmth, to the height of eleven feet; then, if we fill up the cistern to its top, by gently pouring water heated to  $100^{\circ}$  upon the surface of the spring water; it may readily be understood, that the heat of this water will not be intantaneously communicated through the whole mass of water in the cistern, but that the water will decrease in heat from the surface to the bottom of the cistern: on the other hand, if on the eleven feet of spring water heated to  $48^{\circ}$ , we pour a foot of water heated only to  $33^{\circ}$ , it may be expected, that the spring water which is nearest to the cold water, will be sooner cooled by it than that which is at a greater distance; and on this account the water at the bottom of the cistern will be warmer than that in the middle or at the top. It must be observed, however, that cold water being, bulk for bulk, heavier than hot water, the water which has only  $33^{\circ}$  of heat will descend, by its superior weight, into the mass of water contained in the cistern; and thus the water in the cistern will be cooled, not only by the bare communication of cold from the upper water, but by the actual mixture of that water with the rest: so that the difference between the heat of the water, at the bottom and top, will not be so



great as it would have been if the cold water had not mixed itself with the rest. These suppositions of hot and cold water, incumbent on the spring water in the cistern, are analogous to the action of the summer and winter atmospheres incumbent on the surface of the sea. No person who has bathed in deep standing water in summer time, can have failed to observe, that the water grew colder and colder, according to the depth to which he descended. I have frequently observed, that the surface of a pool of water, of two feet in depth, has in a sunny day, even in winter, been five degrees hotter than the water at its bottom.

MR. WALES describes the *instrument* he made use of for trying the temperature of the sea at different depths, in the following terms:—"The apparatus for trying the heat of the sea water at different depths, consisted of a square wooden tube of about eighteen inches long, and three inches square externally. It was fitted with a valve at the bottom, and another valve at the top, and had a contrivance for suspending the thermometer exactly in the middle of it. When it was used it was fastened to the deep-sea line, just above the lead; so that all the way, as it descended, the water had a free passage through it, by means of the valves, which were then both open; but the instant it began to be drawn up, both the valves closed by the pressure of the water, and of course the thermometer was brought up in a body of water of the same temperature with that it was let down to. With this instrument, which is much the same with one formerly described by MR. BOYLE, in his observations about the saltness of the sea, water was fetched up from different depths, and its temperature accurately noticed in different seasons and latitudes.

"August 27, 1772, south latitude  $24^{\circ} 40'$ , the heat of the air was  $72\frac{1}{2}$ ; of the water at the surface, 70; of water, from the depth of eighty fathoms, 68.

"December 27, 1772, south latitude  $58^{\circ} 21'$ , the heat of the air was 31; of the water at the surface, 32; of water, from the depth of one hundred and sixty fathoms,  $33\frac{1}{2}$ .—In the voyage to the high northern latitudes before mentioned, they made use of a bottle to bring up water from the bottom, which is thus described: "The bottle had a coating of wool, three inches thick, which was wrapped up in an oiled skin, and let into a leathern purse; and the whole inclosed in a well pitched canvas bag, firmly tied to the mouth of the bottle, so that not a drop of water could penetrate to its surface. A bit of lead shaped like a cone, with its base downwards, and a cord fixed to its small end, was put into the bottle, and a piece of valve leather, with half a dozen slips of thin bladder, were strung on the cord, which when pulled, effectually corked the bottle on the inside."—I have here put down two of the experiments which were made during that voyage.

“ August 4, 1773, north latitude  $80^{\circ} 30'$ , the heat of the air was  $32$ ; of the water at the surface,  $36$ ; of water fetched up from the depth of 60 fathoms under the ice,  $39$ .

“ September 4, 1773, north latitude  $65^{\circ}$ , the heat of the air was  $66\frac{1}{2}$ ; of the water at the surface  $55$ ; of water from the depth of six hundred and eighty-three fathoms,  $40$ .

“ It appears from all these experiments, that when the atmosphere was hotter than the surface of the sea, the superficial water was hotter than that at a great depth; and when the atmosphere was colder than the surface of the sea, it is evident that the superficial water was somewhat colder than that at a considerable distance below it: and I doubt nor that this will generally be the case; though sudden changes in the temperature of the atmosphere, which cannot be instantly communicated to the sea, may occasion particular exceptions.”

*Sea water may be rendered fresh by freezing*, which excludes or precipitates the saline particles; or by distillation, which leaves the salt in a mass at the bottom of the vessel. Upon these principles, a mode of obtaining a supply of fresh water at sea was recommended some years ago to the Admiralty, by DR. IRVING. It consisted in only adapting a tin tube, of suitable dimensions, to the lid of the common Ship's kettle, and condensing the steam in a hogshead which served as a receiver. By this mode a supply of twenty-five gallons of fresh water per hour might be obtained from the kettle of one of our Ships of war.

A. C.

## CORRESPONDENCE.

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MR. EDITOR,

Permit me to request that you will insert the following in your interesting work.

S.

*Extract of a Letter from a Passenger on board the Princess Royal Packet, Captain JOHN SKINNER, during her Voyage with the June Mail from Falmouth to America.*

New York, August 25, 1798.

I HAVE at last the pleasure to inform you of my arrival here, the 14th instant, after a very tedious passage: we left Falmouth on the 12th of June, in company with the Grantham packet, bound to Jamaica, which kept with us five days. Four days after, on the morning of the 21st of June, we fell in with a French privateer; at five o'clock, she made sail after us; we had light airs and a smooth sea—all sails set. At mid day, we triced up our boarding nettings

and made clear for action, with our courses up. The Privateer towards the afternoon, came up with us fast, by the assistance of her sweeps. At seven P. M. our men were all at quarters; she hoisted English colours, firing a shot, which we returned, and she answered by a gun to leeward. At this time, she was within cannon shot, but it growing dark, kept in our wake; and we turned in, not expecting an attack till next morning. However, before day-light, at half past three in the morning, she came within pistol-shot, and fired a broad-side of great guns, swivels, &c. which we immediately returned, and kept up a general fire with our cannon and small arms. Our force was only two six-pounders, and four four-pounders; of which six guns we got five on one side to bear on them; we mustered thirty men and boys, exclusive of Captain Skinner and his Master, besides thirteen passengers and four servants, in all forty-nine. The privateer was a low brig, apparently mounting twelve or fourteen guns, and full of men. Our guns, were extremely well plied; a Lieutenant going to join the St. Alban's man of war was Captain of one of our six pounders, and the rest of us passengers plied the small arms with much effect. The engagement continued, without intermission, for two hours, when she out with her sweeps, left off firing, and rowed off, for it was near calm, there not being wind enough to carry us a knot through the water. As she was rowing off, we got our two stern chasers, the six-pounders to bear upon her, and hit her twice in her counter, which must have gone through and through, for it caused great noise and confusion on board, (and soon after we saw two men at work over her stern.) At six o'clock, being out of cannon-shot, we ceased firing, and set about repairing our damage. She had some swivels fixed on her tops, which would have done us considerable mischief, had they not been drove from them early in the action, which was Captain Skinner's first object at the beginning of the engagement.—Thank God! we had no one killed, most of their shot went above us; the boarding nettings, directly over our quarter-deck, were shot away, as their principal force seemed to aim at the passengers, who plied fourteen muskets to some advantage and annoyed the privateer much.

“ Captain Skinner conducted himself well: it was no new business to him; his orders were given coolly, and every thing done with great precision and regularity. I believe you know that he lost his right arm in an engagement on board of a frigate last war.

“ I cannot omit mentioning, that a Lady (a sister of Captain Skinner) who with her maid were the only female passengers, were both employed in the bread-room during the action making up papers for cartridges; for we had not a single four pound cartridge remaining when the action ceased.

" Our sails were shot through, rigging very much cut, our spars and boat upon deck shot through, several grape and round shot in our bows and side, and a very large shot (which must have been a nine or twelve pounder) in our counter. The Ship proved a little leaky after the action, but she got pretty tight again before our arrival. Captain Skinner was slightly wounded, but is now well."

In addition to the foregoing extract, we have the following information from a respectable American gentleman (lately arrived from Bourdeaux) who was a prisoner on board this privateer when she engaged the Princess Royal packet:—

He states her force to have been fourteen long French four-pounders, and two twelve-pounders; that she had eighty-five men on board at the time, of whom two were killed and four wounded in the action. That all her masts were shot through, her stays and rigging very much cut; that when she got to Bourdeaux she was obliged to have new masts, and a complete set of new rigging. They supposed on board the privateer that there was not a single shot fired from the packet that did not take effect; which seems probable; for though so low in the water, she had nineteen shot in her bottom under her wale. At the time, there were on board thirty English and American prisoners. She was so peppered that she certainly would have been made a prize of, could the packet have pursued her; and was so cut to pieces by the action that she afterwards ran from every thing, until she got into Bourdeaux to refit: the shots that raked her as she rowed off went quite through, and caused much confusion.

She is called *L'Aventure* privateer of Bourdeaux, has been running all the war, and done much mischief; so that her not being captured is the more to be regretted: was formerly the American brig *Adventure*, of Baltimore.



MR. EDITOR,

The following is an account of the large Ship, built by James the Fourth of Scotland, and described by his historian with the greatest exactness.

#### AN HIGHLAND DAME.

THE King of Scotland rigged a great ship, called THE GREAT MICHAEL, which was the largest, and of superior strength to any that had sailed from England or France; for this Ship was of so great stature, and took so much timber, that except Falkland, she wasted all the woods in Fife, which were oak wood, with all timber that was gotten out of Norrway; for she was so strong, and of so great length and breadth, all the wrights of Scotland, yea and many other strangers,



were at her device, by the King's commandment, who wrought very busily in her, but it was a year and a day ere she was compleate,) to wit—she was twelve score foot of length, and thirty six foot within the sides; she was ten foot thick in the wall, and boards on every side, so slack and so thick that no cannon could go through her. This great ship cumbred Scotland to get her to sea. From that time that she was afloat, and her masts and sails complete, with tows anchors offering thereto, she was counted to the King to be thirty thousand pounds of expences: by her artillery which was very great and costly to the King, by all the rest of her orders,—to wit, she bare many cannons, six on every side, with three great bassils, two behind in her dock, and one before; with three hundred shot of small artillery, that is to say, myand and battered falcon, and quarter falcon, flings, pestilent serpetens, and double dogs, with hagtor and culvering, corsbows and handbows. She had three hundred mariners to sail her; she had six score of gunners to use her artillery; and had a thousand men of war by her, Captains, Shippers, and Quarter-masters.

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## NAVAL LITERATURE.

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*View of the Russian Empire, during the Reign of Catherine the Second, and to the Close of the present Century. By William Tooke, F. R. S. &c. 3 Vols. 8vo. 1l. 7s. boards. (Vol. II. Pages 612. Vol. III. Pages 694, considered)*

(Continued from Vol. II. N. C. page 534.)

THIS valuable and comprehensive Work would certainly have been rendered more popular, and interesting, if Mr. Tooke had made one volume of appendix; and arranged such papers by themselves, as are only tedious and uninteresting to general readers: viz. abstract deductions respecting the population; the revenues; minute particulars of the trade; imports, and exports; coins, measures, and weights; Russ language, alphabet, &c.: his labours would thus have appeared less prolix. Yet at the same time that we make this observation, we by no means wish to say any thing that should derogate from his great merit; which certainly deserves the high commendation it has received from a great literary Censor:—"The importance of the subject of this work, the authenticity of the sources from which it appears to be drawn, the ability which it displays in arranging a vast variety of matter, and the circumstances which united to particularly qualify the author for undertaking and executing such a performance,

entitle it to more than common notice, and will probably obtain for it more than common approbation \*."

Mr. Tooke informs us that the art of casting cannon has been known in Russia upwards of 300 years: for "tzar Ivan Vassillievitch," says Levesque, "attira à Moscou des artisans et des ouvriers italiens; entre autres Aristote de Boulogne, qui fondoit des canons, et l'on en fit usage pour la première fois en 1482 contre la ville de Felling en Livonie, les Suedois n'en employoient que treize ans après \*." There is a very large cannon foundry at Petersburg under the direction of the artillery corps.

The twelfth book treats at large of the commerce of Russia; divided into the maritime commerce on the Baltic, and the White Sea, on the Euxine and the Caspian; and into the commerce by land with Poland, &c.—with Persia; with the Kirghises, and with China. Navigation, and commerce, were pursued on the *Baltic* in the middle of the sixteenth century, only from the (now Russian) ports of Finland and Livonia. As early as the fourteenth century, the Venetians and the Genoese, by the way of the *Caspian*, brought the Indian, Persian, and Arabian commodities, with which they supplied the southern parts of Europe, over Astrakan, to their magazines at Azof, and Kaffa. Mr. Soimonof, according to Mr. Tooke, thinks it would be of great advantage, "to form an harbour, and establish a place of trade at one of the mouths of the river Kur, as it was the intention of Peter the Great to do: thither all the commerce of Georgia, and Skirvan, might be drawn; and this place, in time, would become a considerable Mart for the whole western coast of the Caspian.

We shall conclude our notice of this valuable work, with Mr. Tooke's circumstantial account of the Russian Navy:

"Russia is possessed of several fleets, entirely distinct from each other. She has one in the Baltic, and another in the Euxine; the former under the Admiralty of St. Petersburg; but not the latter; which, therefore, cannot in any point of view be considered as only a division of the other; and by an especial ukase, on account of its distance, has its own High-Admiral, who was Prince Potemkin. To these must be added a third, the galley fleet, whose chief was the Prince of Nassau-Siegen, but immediately under the Empress. All the three fleets were in actual service during the last war.

"The Emperor Peter I. was creator of the Russian fleet. Before his reign the Russians had, indeed, small vessels for mercantile or transport service, which they navigated along the coast and on the rivers; but they were such wretched things as we still see in some places on the rivers between Kola and Archangel, &c. no iron is

\* Monthly Review, December.

† Histoire de Russie, p. 538.

used in their construction, not even a single nail. Armed vessels, much less Ships of war, were at that time not known in Russia. But that great Monarch travelled into foreign countries for the sake of learning a better method of building Ships, and of introducing it into his empire. He raised a maritime force\*, and caused a set of regulations to be printed for the establishment of a Navy. Since his decease the Government has not always bestowed the same degree of attention on the fleet.

“ In the year 1741 it consisted of twenty-three Ships of the line, nine frigates, three bomb ketches, seven prames, and eighty new built gallies.

“ In 1757 they could only count twenty-one line of battle Ships, (some of which were in very bad condition,) six frigates, two bomb-ketches, two prames, two fire-ships, and ninety gallies. The crews for the whole fleet, including the gallies, were computed at 20,239 men, which, however, (as usual,) were not complete.

“ In the year 1781 they had thirty-four Ships of war, but their number was to be increased to fifty-four†. Whether so many first-rates, without the frigates, were always kept up in time of peace; also whether at the commencement of the last war (as some were frequently laid by as old and unfit for service) so many were actually in being for the Baltic, I cannot determine. That Russia had considerable fleets, forming together a very respectable Naval force, every one knows from the several actions that have taken place in the Baltic and in the Black Sea, or may be seen from the following cursory view‡.

“ The BALTIC FLEET, at the breaking out of the war in 1788, was of strength sufficient to defeat the aims of the Swedish Navy, by coming off victorious in an engagement. The force off Hochland consisted of thirty sail, whereof seventeen were of the line, (one of 108 guns, the rest of 74 and 64,) together carrying 1228 cannons, and seven large frigates. But at that time some men of war had sailed to Copenhagen, and six lay at Archangel nearly ready for sea. Accordingly, we must not limit the whole fleet to that number||; besides, all the Ships were not sent out.

\* Mr. Coxe is of opinion, that the seas belonging to the empire produced the fleet, though not sufficient exercise for the sailors; but experience has shewn this to be a mistake.

† The same author mentions them to have had in the year 1778 thirty-eight Ships of the line, fifteen frigates, four prames, and one hundred and nine gallies.

‡ It will not be deemed superfluous, as no book that I know of delivers a satisfactory account of the Russian Navy.

|| Gatterer, in his *Abriss der Geographie*, p. 326, where he probably means only the Baltic fleet, sets it down at thirty or forty Ships of the line, and in all about 180 sail.

“ On their appearing at sea again in the following year, 1789, they were stated by some to consist of thirty-three line of battle ships, without reckoning those which went to the galley fleet under Vice-Admiral Kruse : for, at the sea fight (if the mere cannonading of some Ships may be so called) the Russian fleet, according to their own account, consisted of twenty Ships of the line, with some frigates and smaller vessels ; others spoke of twenty-two first rates and six frigates. Presently afterwards they were considerably reinforced by the coming up of the afore-mentioned Ships from Kiøger Bay.

“ But they were all this while at work in the yards of Cronstadt, Petersburg, and Archangel, in making a considerable addition to the fleet. For it is well known, that from autumn 1788 to the summer of 1789, at Petersburg and Cronstadt, the following men of war were built : three of 100 guns, four other Ships of the line, (all of oak and sheathed with copper,) three chebecks, of 36 guns, six schooners of 28 guns, with several gallies \* and gun-boats. But at the conclusion of the year 1789 twenty Ships of war quite new lay ready at Archangel †. Without these the fleet at sea on the 26th of May 1790, consisted of thirty Ships of the line and eighteen frigates.

“ THE FLEET IN THE BLACK SEA was already very considerable when the late Empress was at Taurida, so as to excite in her a very agreeable surprise.—In the year 1787 it consisted of about eighteen Ships of the line, that is, twelve at Sevastopol and six at Kherson ‡, of twenty-four frigates, six gun-boats, and a great number of transports. In 1789 the fleet in actual service was eleven line of battle Ships and several large frigates. In 1790 it is mentioned in the *Hamburgh Gazette* as composed of twelve men of war of the line, a great number of frigates, gallies, chebecks, and gun-boats, with two hundred flat-bottomed vessels.—The fleet in the Liman was composed of thirty-five sail in the year 1788, but on account of the shallows there had no large Ships.

“ In the Archipelago there were only three Ships in the year 1789, namely, one frigate of 36 guns, another of 20, and one chebeck of 16.

“ But Russia has also raised a flotilla on the Bogue and on the Dniepr, not far from Bender. At the end of the year 1789 it

\* Some of the journals affirmed, that almost all the gallies were new-built ; but they were wrongly informed, as several of the old were retained for service.

† This is stated on the authority of a sea officer of great credibility, who was at Archangel in the year 1789, and frequently kept watch on board those new Ships.—Perhaps it might be for want of sailors that they were not already in the Baltic.

‡ It is well known, that such large Ships of war can neither be built nor employed there as in the Baltic, from the want of sufficient depth of water in many places.



consisted already of forty schooners, of 6 to 12 guns; but in the spring of 1790, they were one hundred complete.

"The GALLEY FLEET came into notice again by the sea-fight in the year 1789.--Peter I. had made use of this fleet in his war against Sweden, as did afterwards the Empress Elizabeth on a like occasion.—That in the summer of 1789 it did not consist entirely of new gallies, but that several of the old were retained for service \* has been already mentioned. In the engagement of the  $\frac{13}{21}$ th of August, the number of all the vessels belonging to this fleet, great and small, was reported at one hundred and ten, which was pretty near the truth; for, by the account of an officer, who was then on board the fleet, the frigates, gallies, gun-boats, &c. all together were one hundred and four; though, for various reasons, all were not in the engagement, and therefore the victory ought not to be ascribed to the superiority of numbers. Besides, the Swedish fleet had taken a very advantageous position among the islands, and blocked up the passage where they apprehended an attack. On which account it caused the Russian fleet so much trouble to come at them; however, they surmounted all difficulties, and gained the well-known decisive victory †. In the year following, 1790, they appeared in much greater force at sea.

[To be concluded in our next.

### Naval Poetry.

MR. EDITOR,

In return for the pleasure which I received from the account of Sir Richard Granvill's action (Vol. II. p. 474), I beg leave to inform you, that the following verses, relative to that glorious engagement, entitled the FATAL CONQUEST, were published in 1744.

#### THE FATAL CONQUEST.

A POEM

Occasioned by the Death of the brave Sir RICHARD GRANVILL, in the Year 1591, after sustaining, in the Revenge, an English man of war, a fight of fifteen hours against a Spanish Armada of fifty-three sail.

HISTORIC Muse, awake!—and from the shade,  
Where, long-forgotten, sleep the noble dead,  
Some worthy Chief select! whose martial flame,  
May rouse Britannia's sons to love of fame!

\* Some were found to be utterly unserviceable, and sent back to St. Pétersburgh.

† Had the plan succeeded to its full extent, scarcely one ship belonging to the Swedes would have escaped. The attack was begun with impetuosity from behind, in order to force the passage that had been blocked up, which was likewise successfully accomplished. A slighter attack was to have been made in front, where, as the Swedes had left there an open passage, they would have been cut off from all means of saving themselves by flight. The latter met with some impediments that have never yet been specified or explained.

If Raleigh's Virtue, or the toils of Drake,  
 Nor can excite their zeal, nor courage wake ;  
 Let Granvill rise ! (yet stranger to the Muse)  
 New vigour lend, and double warmth infuse !  
 And while her numbers make the Hero known,  
 Oh ! may they, happy, share his fair renown !  
 'Twas in Eliza's memorable reign,  
 When Britain's fleet, acknowledged, rul'd the main,  
 When Heav'n repell'd from Albion's sea-girt shore  
 Spain's proud invasion !—dreaded now no more !  
 Dispers'd the trophies of her giant pride,  
 Lost on the rocks, or whelm'd beneath the tide,  
 The fruitless menace, and vain-glorious boast,  
 Return'd in thunders that destroy'd her coast ;  
 While India's treasures, intercepted, paid  
 A rich atonement for the wild bravade ;

In those blest days—where to the distant eyes  
 From Ocean's lap \* the green Azores rise,  
 A cluster'd heap amid the ambient seas  
 (Iberia's then, now held by Portuguese)  
 It chanced to intercept their treasur'd ore  
 Howard's † nimble squadron ply'd the western shore ;  
 But wavering fortune his design survey'd,  
 Flatter'd his wishes first, and then betray'd ;  
 The swift approaching pinnace bids him fly !  
 And speaks a vast Iberian Navy nigh ;  
 Sudden the news ! yet sight confirms it true,  
 From Corvo's ‡ cape th' Armada rose to view  
 In swelling pomp, sail following close on sail,  
 And the proud war advances on the gale.

The British Chief beholds th' extended fleet,  
 Consults his safety, and commands retreat ;  
 Obedient to his flag, his Ships unbind  
 The yielding sail, and gain upon the wind !  
 Granvill alone, while others speedy weigh'd,  
 With stubborn soul reluctantly obey'd ;

\* The Western Isles, or Azores, lie almost in the mid-channel, between the two great continents of the world.

† Lord Thomas Howard, brother to the Earl of Nottingham ; his Squadron consisted of six of her Majesty's Ships.—*The Defiance*, commanded by himself ; *the Revenge*, Sir Richard Granvill ; *the Bonaventure*, Cross ; *the Lion*, Fenner ; *the Foresight*, Vavasor ; *the Crane*, Duffield ; with *the Raleigh* tender, Thynne ; and six victuallers.

‡ Corvo, the westernmost of the Azores.

Rejoic'd to meet the foe, although beset,  
 And scorning ev'ry thought of mean retreat.  
 In vain the Master counsels \* time to seize,  
 To set the sail, and snatch the fav'ring breeze.  
 The Chief rejects the motion with disdain,  
 Nor fears his English heart the force of Spain.  
 Fly from such slaves !—that thought he soon controul'd,  
 Rous'd, but not aw'd, their numbers to behold,  
 Warm glows his cheek, he knits his steady brow,  
 And keeps his course, regardless of the foe.

As when a lion cub in quest of food,  
 Traces his sire, the monarch of the wood.  
 But by a crew of rustic clowns beset,  
 Is barr'd all prospect of a safe retreat ;  
 Stern he looks round, erects his brindled mane,  
 His roar with terror strikes the distant plain.  
 While timid swains, who dread his kindling rage,  
 Shrinks as he moves, nor venture to engage.  
 So Granvill his astonish'd foes survey,  
 And one by one decline to meet his way.  
 Observe his menace with confus'd affright,  
 And while they watch their friends—decline the fight.  
 Till proudly floating on the azure tide,  
 Advanc'd an huge Galleon in naval pride :  
 The Great St. Philip † with her cum'brous sail  
 Hides the Revenge, and intercepts the gale :  
 The proud Biscayner ‡ next her sails let fly,  
 And each on either side their grapplings ply ;  
 Four others next,—(for cowards something learn)—  
 Fix near the poop, or fasten at the stern !  
 On every side the rushing foes advance,  
 Roar cannons ! glitter spears, and falchions glance :  
 'The mingled war augmented strikes the eyes,  
 And with its wild uproar assails the skies !

[To be concluded in our next.

\* Sir Richard was advised by the master to bear away, and trust to his Ship, which was a prime sailer, but he refused to hear him.

† This Ship was of 1500 tons, and by her bulk becalm'd Sir Richard's sails, so that he could not steer the Ship.

‡ This Ship was commanded by Brittandona.

The Naval Odes of DIBDIN have never been surpassed either in ancient, or modern literature; they at once speak to the heart in a manner the most simple, and persuasive. Like the Songs of the Bards they should be deeply impressed on the memory of the rising generation; as having a powerful tendency to awaken a generous, and heroic spirit, in the mind of the young Mariner.

## THE

## MARINER'S ADDRESS TO HIS COUNTRYMEN.

TIGHT lads have I sail'd with, but none e'er so sightly,  
As honest Bill Bobstay, so kind and so true!

He'd sing like a mermaid, and foot it so lightly,  
The forecastle's pride, and delight of the Crew.

But poor as a beggar, and often in tatters

He went, though his fortune was kind without end;  
For money, cried Bill, and them there sort of matters,  
What's the good on't, d'ye see, but to succour a Friend.

There's Nipcheese the Purser, by grinding and squeezing,

First plund'ring, then leaving, the Ship like a rat,

The eddy of fortune stands on a stiff breeze in,

And mounts, fierce as fire, a dog-vane in his hat.

My bark, though hard storms on life's ocean should rock her,

Though she roll in misfortune, and pitch end for end;

No, never shall Bill keep a shot in the locker,

When by handing it out, he can succour a Friend.

Let them throw out their wipes, and cry "spight of their crosses,

" And forgetful of toil that so hardly they bore,

" That Sailors at sea, earn their money like horses,

" To squander it idly like asses ashore."

Such lubbers their jaw would coil up, could they measure

By their feelings, the gen'rous delight without end

That gives birth in us 'Tars to that truest of pleasure,

The handing our rhino to succour a Friend.

Why what's all this nonsense they talks of and pother,

About *Rights of man*? What a plague are they at?

If they mean that each man to his messmate's a brother,

Why the lubberly swabs, every fool can tell that.

The rights of us Britons we knows to be loyal,

In our Country's defence our last moments to spend;

To fight up to our ears to protect the blood Royal,

To be true to our wives, and to succour a Friend.



## PLATE XXVIII.

View of the *HOCHE* under jury masts, towed by the *Doris*, 36 Guns, Captain *Lord Ranelagh*, into *Lough Swilly*\*, on the Coast of *Ireland*; as she appeared from on board the *Robust*, 74 Guns, Captain *E. Thornborough*, who was in company :---from a sketch by Captain *R. Williams* of the Marines.

THE morning of the twelfth of October, 1798, on which the memorable defeat of the French took place off the coast of Ireland, by Sir John Borlase Warren, was clear with a very light breeze, and a great swell: this favoured the enemy, as it brought the British ships but slowly into action; being rather scattered, when day-light appeared, and the enemy were discovered. The *Hoche* was thus enabled to hold out so long; it was four o'clock in the afternoon, and during the chase after the remainder of the Enemy, before *La Bellone*, 44 guns, struck to the *Ethalion*, 38 guns, Captain G. Countess. At this time the breeze freshened so much, that the *Melampus*, 36 guns, Captain G. Moore, carried away her maintop-gallant-mast, from press of sail. In the evening the *Anson*, 44 guns, Captain P. C. Durham, fell in with the flying enemy, and engaged five of them; one of which, *La Loire*, she fell in with again, some days after, and captured, in company with the *Kangaroo* Brig, 18 guns, Captain E. Brace. *La Loire* had been engaged † a few days before with the *Mermaid*, 32 guns, Captain J. Newman.

The weather, subsequent to the twelfth, was again stormy; when the *Hoche*, already much crippled by the action, lost all her masts. The sufferings of the Officers and Men, who had been put on board the prize were extreme; fatigue and danger became so great, as to render it a common cause: the English and French worked together for their lives at the pumps, reefing, handing sails, &c.; and it was still long doubtful whether they would reach any port. *La Bellone* in particular was despaired of, but providentially reached *Falmouth*, though in great distress.

\* Lough, or Lake Swilly, near the N. W. part of the coast of Ireland: the harbour is large enough for several hundred sail of Ships to ride in deep water; defended from all winds, being eighteen, or twenty miles in length, and above a mile over in most places. To sail in, take care to avoid the west side, keeping in close along by the eastern shore.

† Vide page 42.

PHILOSOPHICAL PAPERS,  
AND USEFUL NAVAL PROJECTS.

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THE attention of the Public has lately been much engaged, with two discoveries ; both of them highly important to Naval men. The first, which we understand was originally patronised, and brought forward by Rear-Admiral J. W. Payne, is an invention of Mr. Edward Hewling, the patentee, a Gloucestershire farmer ; and termed a **LONGITUDINAL INSTRUMENT** ; this bids fair to lead to that long-sought discovery, for which such rewards have been offered.

The **LONGITUDINAL INSTRUMENT**, is an improvement on Hadley's, or any other quadrant, sextant, or compass, and admits of being adapted to any ; being exceedingly simple, and plain to the most common understanding. It gives the number of degrees, and minutes to any hours and minutes of time required, upon every latitude, from any meridian, by inspection ; saving the trouble of calculation by logarithms, sines, and tangents ; reckoning sixty geographical miles to a degree ; and the miles, and hundredth part of miles, set off at the extent of the instrument, proving at the same time, whether the *Day's Work*, by *The Log*, is accurate \*.

The next discovery is in the invention of Mr. Martin, at Leicester-House, which professes to refute the Newtonian, or solar system of astronomy ; to shew the impossibility of the earth's motion round the sun, and the erroneous idea of the moon's influence over the tides.—Mr. Martin is supported by men respectable both for their talents and rank.

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The Resolutions, signed by a Life Director of the Royal Humane Society, (inserted at Page 418, Vol. I. of the Naval Chronicle,) answered by a professional Correspondent.

THE first resolution of The Humane Society was, *that means may be contrived for preventing vessels, which are light, and of particular importance, such as Packets, from foundering at sea, &c.*

This resolution, Mr. Editor, was put by the Society for the Encouragement of Naval Architecture, and was answered both by Commissioner Schank, and a Naval Officer, unknown to each other ; On mentioning the subject to Admiral Blankett, he informed me that the Chinese Junks, which are of great burthen, are formed in the same manner, with the plans given in.

* Mr. Hewling has also made some other valuable instruments—viz. 1. The **DEMONSTRATOR**, for giving the distance, and altitude at one station at the same time, by inspection.—2. The **LAND SURVEYOR**—and 3. The **TIMBER MEASURER**. To be seen at No. 2, Palace-Street, Pimlico.

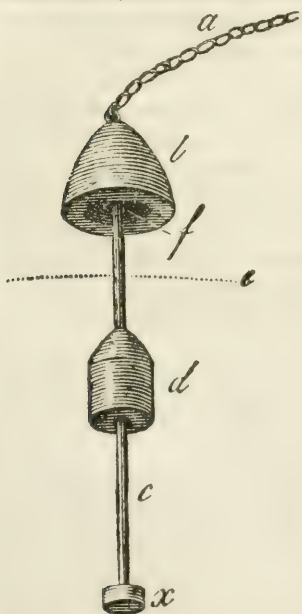
Answer to Resolution the First.

Let a Ship, or vessel, be built in the inside with a floor independant of the bottom of the vessel, and let this floor be well caulked—Both fore, and aft, and athwart Ships, let bulk heads be built up for this floor, and well caulked, so as to form several independant compartments. Should the Ship be bulged in any part, there can be no communication with the others, and she will therefore continue to float. Colliers employed in the coasting Trade, and vessels, which carry corn in bulk, should be built after this plan: much of the Stowage would be lost in any vessel that carried bale goods, or hogshheads of sugar, if built in this manner.

RESOLUTION II. *That in case of Shipwreck, the grand object is to form a communication with the shore, &c. &c. &c.*

*Answer * to the above.*

Any projectile force will carry a line on shore; but, if proceeding from a cannon, might, without caution, be attended with danger to the people there; yet it is possible to fire a bolt, from a swivel, cannon, or carronade, which will run a Log Line off a reel.



Description. The shot at *d* slides next the powder; and rests upon the circular nob *x*: this shot, on being fired, runs up the round bar *c*, to the fixed shot *b*; which end, being the heaviest, will continue foremost; and, if the line does not break, will carry it to a great distance. The shot *d*, may fit into the shot *b*, so as to wedge—a represents a chain, one foot, or eighteen inches long. This chain is fastened to the end of a deep Sea Line, which is coiled in a tub, or basket; *f*, the cavity in the shot *b*; *e*, line of the muzzle of the cannon.

The above method, is certainly not quite safe, though it might be used in case of the wind blowing obliquely along the shore. There are instances of cattle, pigs, and dogs, conveying a line on shore:

* This valuable communication of our Correspondent, has been unavoidably delayed; it should otherwise have appeared some months ago, being received in June.

but, should the wind be full on the shore, a boy's paper Kite will carry first an inch rope on shore, to which may be bent a six inch hawser, if the former is fast to the end of the line of the Kite. As rain, or the sea spray, would soon render the Kite useless, let it be made of demi royal paper, and when the paste is dry have the whole of it done over by a brush, with linseed oil ! it will thus be neither injured by wet, nor be so liable to tear. A Kite six feet high, will carry a raft with six men on shore ; and the reflux of the sea, on the beach, will not affect it—as the Kite will run the raft at an immense rate through the surf, until it takes the ground. If a Sailor was to put a two inch rope under his arms, and round his breast, to be there knotted ; with about a fathom of rope from thence, the end of which was bent to the line of a Kite ; if the Sailor then held fast by the rope, and jumped overboard, his knees would barely touch the water—as he would be so much lifted up by the Kite, in his attempt to gain the Shore, although the Kite was small, and not above four feet high. About thirty-five years since, Mr. Edgeworth, a great mechanic, drove his light phaeton to Henley Hill, which was then steeper than it is at present ; he took off his horses, and flew two Kites, one of six feet, the other of five feet, and made fast the lines to the phaeton, into which he got. He had two men walking at the sides of the pole to steer the carriage ; and the Kites hauled the phaeton up the hill. He next took a child's phaeton, into which, by way of ballast, he put six stone ; and flew the small Kite (five feet high), and made the line fast to the pole of the carriage. This was on a large flat common near his house ; on letting the carriage go, it set off faster than an horse could gallop ; there was a ditch of considerable width, full of water, in the middle of the common ; the little phaeton skipped over from bank to bank, nor did it once stop, until the cross hedge at the end of the common impeded its further progress.

RESOLUTION III. *That the construction of life-boats to go from the shore to a vessel wrecked, is a most laudable and excellent invention, &c.*

Answer to the above.

Let various compartments in a boat be made of silk rubbed over with diluted elastic gum, with dried seal, or other light skins, in frames. Let the seat of every rower be in the midships of each thwart, and an elevated piece of wood of about six inches be fixed so as to form a seat to prevent sliding to and fro on the thwart : for the convenience of rowing, the thwarts must be further asunder, and a compartment open for each man's legs, and a stauncheon with notches under the fore part of each thwart, for the feet to bear against.—In putting off from a lee shore, many boats are swamped in the surf : if oil was pumped into the surf from two or three fire engines ; it would

calm the surface of the water, and a boat could put off with safety. Oil thrown overboard from a Ship will enable a boat to lay alongside in an heavy sea, that would otherwise be dashed to pieces.

In the year 1774, off Greenwich (in Jamaica), Kingston Harbour, there was so much wind, and sea, that I was forced to get up the Ship's stern ladder, as no boat could venture alongside the Ship: the long-boat was veered astern to prevent her being stove, just as I got on board. Four cables' length to leeward of the Ship I was in, there was a frigate, that was tarring and blacking her yards: the heat of the sun occasioned the tar to drip, and the oil of the tar calmed the surface of the water above a cable's length round her; there was not a ripple on the water, and two small canoes lay together alongside abreast of her gangway.

The late Dr. Franklin proposed to render the sea smooth by throwing oil into it. A Dutch Ship was stranded, in a gale of wind, on the Godwin Sands, laden with oil; the Crew of which were saved by a Deal boat, which dared not venture alongside, until a great quantity of oil had been thrown overboard: after which the boat lay alongside the Ship without the least danger. I have often wished, when sailing in divisions in a large Fleet; or lying-to in a gale of wind, that by signal, every Ship should, at the same instant, throw overboard a large quantity of oil, to see the effect it would produce; I have my doubts, whether the wind would not abate when the surface of the Sea became smooth. I believe one of the causes of wind to be, *that water is not saturated with air; the current of which rushes forcibly to the water, as towards a vacuum; and that the earth, or the vegetable creation, is in want of air, at other times.* I have often in summer observed the Sea continue for hours calm; although on the land there was a stiff breeze: and *vice versa*, during the winter, I have noticed a calm at land, in an exposed situation, when a most violent gale of wind continued at Sea. Could any medium in either case intervene, it would act as a repellant; and the cause being removed, the effect might cease; when a calm would probably succeed.

RESOLUTION IV. *That the institution of a body of watermen, ready to venture on all occasions of Shipwreck, in life-boats, or other vessels, to assist persons in distress, would be extremely useful, &c. &c.*

Answer to the above.

If a body of Watermen were formed that had distinct privileges, and were regularly paid, it is probable they would enjoy the benefit of their situation and salaries until wanted; when they would perhaps not chuse to venture their lives: and, it might happen, that ill health, or absence, when an opportunity offered of rendering service to a

vessel in distress, might prevent many of the privileged Body being called upon : in a short time it would be considered merely as a sine-cure place. But, if instead of an established Body of Watermen, every man on the sea-coast, who ventured his life in a boat to save the crew of a vessel shipwrecked, or stranded in a gale of wind, was exempted from being impressed, and wore in consequence a badge that should always prove a Protection ; if he was also allowed a pension of 20l. a-year, to be paid by the Treasurer of the Navy, on attaining the age of fifty years, or before that period if disabled by accident from gaining a livelihood ; the consequence would prove very beneficial to all sea-faring men, and considerable lustre would be reflected on the national humanity of the Country. If the same man ventured his life successfully a second time, he should be entitled to 24l. a-year ; and if a third time, should immediately obtain a pension of 20l. a year. Should any man lose his life in his endeavours to save the crew of a distressed Ship, or vessel, his wife, children, father, mother, grandfather, or grandmother, according to their age, or circumstances, should receive a pension. I am, Mr. Editor,

Your constant Reader,

L.



BOSQUET'S Patent Measure for the better Preservation of his Majesty's Ships, and all Trading Vessels, from that rapid Decay to which they are at present subject ; and for effectually avoiding the intolerable Nuisance and destructive Effects of Rats on board Ships ; and also for the Prevention of Leakage, or making Bilge Water, &c. &c. ; with Observations thereon. By ABRAHAM BOSQUET, Esq. Patentee, late one of his Majesty's Commissaries of the Musters.

(Concluded from Page 64.)

Observations on the foregoing Measures.

THE duration of Ships of War is computed on an average at not more than twelve or thirteen years ; far too short a time for so expensive and useful a structure to last. The only expedients which have been used to give greater durability, are the better seasoning of the timber ; copper bottoms, and the increasing the thickness of the planks from four to five and six inches, according to the magnitude of the Ship ; whilst the real cause of this galloping consumption has never been understood, and the roots of the evil, because out of sight, were out of mind ; which is too common a case, and has proved a very fatal one in this instance. Much has been done to preserve the exterior parts of the sides and bottoms of Ships, whilst the internal parts have been totally neglected ; yet I believe it is well known, that the interior

surface of the planks, and the timbers in contact with them, as well as the nails, bolts, trunnels, &c. are generally wholly impaired before the outer surfaces of the planks, are materially injured : all builders, and breakers-up of Ships in particular, are sensible of this ; but it is not for their interest it should be otherwise.

The causes of this internal decay I have already mentioned, which in a short time relaxes and unhinges the whole Ship, and occasions the most expensive repairs to be too frequently necessary ; whereas I may venture to affirm, that a Ship so fortified will be a sounder and a stiffer vessel at the end of twenty years, than she would otherwise be at the end of twelve : but supposing that this measure would add but *four*, or even two years to the duration of a Ship, in either case, what a saving must it be to the nation, both in timber and the other expences of building !

By this measure, it must appear evident, that small leaks will be totally suppressed, and great ones most essentially prevented ; for if even a plank should start, a drop of water could not find its way into the Ship, by which much time and labour would be saved at the pumps, the cargo avoid injury, and probably foundering be prevented. The dunnage saved to Indiamen alone would also be a very material advantage.

Of the foul and damp air, contained in those recesses between the timbers, often rendered pestilential by the exhalations and diseases of the crew, there have been too many fatal instances, and for which no preventive has hitherto appeared ; fumigation may have some salutary effect for the moment, but this is only of short duration, and never reaches the root of the complaint.

In addition to these important benefits, the intolerable nuisance, and destructive effects of rats will be totally done away ; by which an immense saving of provisions of every kind will be experienced ; besides the pernicious and confined air, and loathsome smell occasioned by those vermin living, dying, and rotting between the timbers, would no longer be complained of.

Ships already built may be saturated, or fortified in the manner described, with very little additional trouble ; and I am of opinion, that the expence on a first rate Indiaman, or fourth rate Ship of war, would not exceed four hundred and fifty, or five hundred pounds ; but if it exceeded one thousand, the advantage gained would still be tenfold in favour of the object ; for even supposing that the additional duration of two years only was acquired, it would be in that single respect an advantage to the nation, equal to one Ship in every six.

It may be a matter of much surprise, that a measure of such unrivalled importance should so long have escaped the notice of mankind.

at least the simply pitching, &c. the interior surfaces of the planks, timbers, and lining.

Indeed every trunnell in the Ship ought to be soaked a few minutes in hot or boiling pitch, before they are inserted in the Ship; for as every bore is a true cylinder, and no trunnell fully round, there must be many void spaces in the bore, when the pin is drove home; though minute, these are yet the cause of the admission of both air and water, which no doubt promotes the rapid decay which is found in many of the trunnells. There is besides, as I believe, an error which has long prevailed, which is, that a warped or crooked trunnell takes the best hold: it may in some respects be so at first, but it is not of long duration; because the elastic tendency of the pin, which inclines it to its natural curvature, is soon spent, by being forced to comply to the rectilinear direction of the bore, so that at the end of a month or less, if it were drawn forth, it would be found perfectly straight and would not prove a tight pin on being returned to the same bore; whereas the trunnell that is straight and round, and fills the bore in all its parts, continues firm and longer sound in proportion, as there is less space for the retention or admission of the air or water; but certainly pitching the trunnell would cause it to drive freely, hold firmer, and last longer.

On the principle of durability, it has been proposed, that all planks used in the construction of Ships, should be increased in thickness from *three*, to *four*, *five*, and *six* inches, according to the magnitude of the ship; this, if it would increase at all the duration of a Ship, would be doing it at an heavy expence indeed; as it would consume at least a third more timber for the planks than is at present consumed, without reaping perhaps any advantage in any degree adequate to the extra consumption of so important an article: whereas I am satisfied, as every dispassionate man must be, this measure being adopted, that planks much thinner than those at present used, would answer all the purposes of duration and security to a much greater extent of time than the increased thickness could afford; and that in this respect alone, there would be a saving in timber more than tantamount to the expence attending the above salutary measure.

C. ZANNETINI, a French physician, has made some experiments, by which it appears, that the flowers and seeds of the *common nettle* (*Urtica diodes*, LINN.) may be employed in fever instead of Cinchona. This substitute was attended with a success beyond all expectation, in tertian and quartan malignant fevers. The nettle often produces a speedier effect than bark. The dose must never exceed a dram; and is given in wine, two or three times in the course of twenty-four hours.

Gazette Letters.

ADMIRALTY-OFFICE, SEPT. 30, 1799.

Copy of a Letter from Sir John Horlase Warren.

MY LORD,

Temeraire, at Sea, Sept. 23, 1799.

I TAKE the liberty of inclosing to your Lordship the copy of a letter I received from Captain Gore, of his Majesty's ship Triton, acquainting me of his having captured, on the 13th inst. Le St. Jacques Chasse Marée.

I have the honour, &c. &c.

Right Hon. Lord Bridport.

J. WARREN.

SIR,

Triton, at Sea, Sept. 13, 1799.

This morning a lugger came out of L'Orient, which on coming near, endeavoured to escape, but I got up with and captured her. She is called Le St. Jacques, mounts six four-pounders, and 16 men, bound to Rochefort with a cargo of shells, consisting of 662 of thirteen inches, with other things. She belongs to the Republic, is new, and in good condition.

I remain, &c. &c.

Rear-Admiral Sir John Warren, K. B. &c. &c.

JOHN GORE.

ADMIRALTY-OFFICE, OCT. 8.

Extract of a Letter from Vice-Admiral Mitchell to Ewan Nepean, Esq. dated Babet, off Enkhuysen, Oct 1, 1799.

This morning a Lieutenant of the L'Espiegle brought me the accompanying letter, which I have sent for their Lordships' information. Much zeal and gallantry has been displayed by Captains Bolton and Boorder, with their officers and men.

SIR,

Wolverene, Lemmer Roads, Sept. 29.

On Friday morning, at six o'clock, I came to an anchor, with the Haughty and Piercer, close to L'Espiegle, distant about six miles from Lemmer; from Captain Boorder I received every information I could desire. Finding the enemy had a thousand regulars in the town, and desperately determined to defend it, I immediately gave directions for completing the flotilla which Captain Boorder, with his usual judgment, had begun. He had pressed two schoots; on board of each were put two of L'Espiegle's six-pounders, which, with the two flat bottom boats, and Isis's launch, formed a respectable armament. Being willing to spare the effusion of human blood, especially of innocent victims, on Saturday at day-light I sent Capt. Boorder on shore with the following letter:

SIR,

Resistance on your part is in vain; I give you one hour to send away the women and children; at the expiration of that time, if the town is not surrendered to the British arms for the Prince of Orange, your soldiery shall be buried in its ruins.

I have the honour to be your obedient servant,

W. BOLTON,

Captain of his Majesty's Ship *Wolverene*.

To the Commandant of Lemmer.

Soon after Captain Boorder's departure I weighed and stood in shore. About nine A. M. I observed him returning, and soon after a flag of truce came out of the harbour. Before Captain Boorder arrived, I noticed the gun-boats which had been moored across the harbour moving towards the canals; I instantly dispatched Lieutenant Simpson with a flag of truce to inform them, that I considered their removal, or any other military arrangement, as a breach of the armistice, and if persisted in I should instantly bombard the town: before he returned, the flag of truce came on board with the following letter:

To Captain Bolton, Commandant.

I have received your summons; the Municipality request twenty-four hours to send to their proper authority to accede to your demands.

(Signed)

P. VAN GROUTTEN, Commandant.

N. B. Please to send an answer by the bearer.

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I immediately replied as follows:

S R,

I have received your letter; and have the honour to inform you, that if the Prince's colours are not hoisted in half an hour after the receipt of this, I shall bombard the town,

Your obedient servant,

W. BOLTON.

To Mynbeer P. Van Grouthen, Commandant of Lemmer.

I dispatched the Dutch Officer, and informed him I was coming down into my disposition before the town. I found by Captain Boorder, that the north part of the pier was considerably reinforced by some eighteen-pounders, taken from the gun-boats, which made a little alteration in our disposition necessary; and I was much concerned to find my brave able Dutch pilot declare, that from the southerly winds the water was so low, the *Wolverene* could not get in. Finding it a regular oozy flat for two miles, I pushed through the mud until within musket shot of the shore. The gun brigs passed ahead within pistol-shot of the pier; but both, as well as myself, were, and not in the most favourable position, completely aground; but seamen ought never to be at a loss. The enemy, notwithstanding the flag of truce, commenced a heavy fire which in an instant was returned from every part of the squadron: the action continued nearly an hour, when the enemy flew from their quarters, the soldiers deserted the town, and the *Piercer's* boat's crew planted the British standard on the pier. I do not wonder at the strong opposition, as the troops were mostly French.

I cannot too much praise the valour and conduct of the officers and men under my command. Lieutenants Mends and Field led their gun-brigs in with great courage; the same with the officers who commanded the schoots and flat-boats. I feel great obligation to Captain Boorder for his assistance; but his praise is beyond my commendation. Lieutenant Reddy, of the *Speedwell*, and Lieutenant Simpson, of the *Isis*, distinguished themselves particularly; the former I sent with a flat-boat to get off the *Piercer*; the latter the *Haughty*.—To Captain Boorder I confided the arrangements on shore. The gale freshened fast, and it was necessary to preserve the *Wolverene*; with some difficulty her bow was hove round: the wind fortunately came round to the southward; and by starting all the water, with a heavy press of sail for two miles, I dragged her through the mud, steering by sails only into eleven feet water, where she now lies. All last night it blew excessively hard, the ship struck repeatedly, but using every means to lighten her, she rode it out tolerably well. This morning at ten o'clock I observed a body of the enemy advancing against the town along the northern causeway; I immediately sent to Captain Boorder to apprize him of the danger: in a little time the town was attacked on all sides, but very soon I had the satisfaction of seeing the enemy retreat. From the mast head I perceive the town is nearly surrounded by water, so that a few brave men, with a flotilla on the canal, can most effectually defend it. I have no doubt but a well-timed succour to these people would cause the whole province to throw off the French yoke.

I have the honour to be, Sir, &c.

WILLIAM BOLTON.

Vice-Admiral Mitchell, &c.

ADMIRALTY OFFICE, OCT. 12.

Copy of a Letter from Admiral Sir Hyde Parker, Knt. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Evan Nepean, Esq. dated Port Royal Harbour, Jamaica, July 21, 1799.

SIR,

I herewith transmit you, for the information of the Right Honourable the Lords Commissioners of the Admiralty an account of armed and merchant vessels, captured by the squadron under my command, since my last return, dated the 26th of June,—I am, &c.

H. PARKER.

An Account of Armed and Merchant Vessels captured and destroyed by the Squadron under my Command since my last Returns, dated the 20th June, by his Majesty's Ship Regulus.

ARMED VESSELS.

A French sloop of 3 guns and 13 men, cut out from under a battery at Rio de la Hache, afterwards scuttled by the Stork.

A French cutter named *Le Degourde*, of 8 guns, and 35 men, with a cargo of wine, brandy, and dry goods, from Bourdeaux, bound to Cape Francois. Taken by the Pelican.

A Spanish xebec of 16 guns, laden with wine, brandy, and dry goods, from whence unknown, no papers found, run on shore off the east end of Porto Rico, and got off afterwards by the boats of the *Acasta*.

A Dutch schooner, named Governor Louffer, of 2 guns, 19 men, and 90 tons, from Jacamel, bound to Curacoa, laden with coffee. Taken by the Diligence.

A French schooner, name unknown, of 4 guns (pierced for 14), from Cape Francois, bound to Europe, laden with coffee and cocoa. Taken by the Sparrow.

[Here follows a list of TWENTY-EIGHT MERCHANTMEN of different nations, captured by the same squadron.]

Copy of a Letter from Admiral Kingsmill, Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated in London the 8th instant.

SIR,

Please to lay before my Lords Commissioners of the Admiralty the accompanying letter, which I have received from Captain Macnamara, of his Majesty's ship *Cerberus*, giving an account of his having captured *L'Echange* French letter of marque. I am, &c.

KINGSMILL.

SIR,

Cerberus, at Sea, Sept. 28, 1799.

His Majesty's ship under my command this day captured *L'Echange* French letter of marque, pierced for 14, but carrying only ten guns, and 40 men, six days from Bourdeaux, bound to St. Domingo, with a cargo of bale goods, wines, &c. I am, &c.

J. MACNAMARA.

ADMIRALTY-OFFICE, OCT. 12.

Lieutenant Senhouse, of his Majesty's brig *Requin*, arrived this afternoon with dispatches from Vice-Admiral Lord Hugh Seymour, Commander in Chief of his Majesty's ships and vessels employed at Barbadoes and the Leeward Islands, to Evan Nepean, Esq. Secretary to the Admiralty, of which the following are copies:

SIR,

Prince of Wales, off Bram's Point, Aug. 31, 1799.

I have the honour to forward, for the information of my Lords Commissioners of the Admiralty, a copy of the articles of capitulation signed on the 20th inst. for placing the very valuable colony of Surinam under his Majesty's protection; an event on which I most sincerely congratulate their Lordships. Having been taken very ill on Tuesday last, I have not since been in a state to attend to business, which I hope will be admitted by their Lordships as a sufficient apology for my not giving them a detailed account of this fortunate event. I have, however, sent a copy of my letter to the Secretary of State, for their Lordships' information. I have sent Lieutenant Senhouse in the *Requin* armed brig with my dispatches, whose intelligence, zeal, and activity, have recommended him most strongly to my notice, and will, I hope, to their Lordships' favour and protection.—I am not able at present to forward an account of the vessels captured at Surinam, two of which I have been obliged to take into his Majesty's service until their Lordships' pleasure can be known: but I shall take the first opportunity of sending that account for their Lordships' information.

I am, &c. &c. &c.

H. SEYMOUR.

The French corvette l'Hussar, a very fine vessel, only seven months old, mounts 20 nine-pounders, now serving as the Surinam sloop, and Lieutenant Cole, of the Prince of Wales, appointed to command her, The Camphaan brig, of 16 guns, late belonging to the Government of Holland, now serving under the same name, and Lieutenant Thwaites, of the Prince of Wales, appointed to command her.

Copy of a Letter from Vice Admiral Lord Hugh Seymour to Mr. Nepean.

SIR,

Prince of Wales, off Bram's Point, Aug. 31.

I have the satisfaction to inclose, for the information of the Lords Commissioners of the Admiralty, a letter which I have just received from Captain Western, of his Majesty's ship Tamer.—I am, Sir, &c.

H. SEYMOUR.

MY LORD,

Tamer, off Surinam, Aug. 29.

I have the honour to inform your Lordship, that on Monday morning the 26th inst. a little after day-light, being then about four leagues to westward of Orange, I discovered a strange sail bearing W. N. W. and having the evening before had a running fight with a large French corvette, who escaped by getting into shoal water and the darkness of the night, and conceiving the sail in sight to be the same, I immediately gave chase. About half past five P. M. I got alongside of her, when after about ten minutes close action she struck, and proves to be the national corvette Republicaine (commanded by Citoyen Le Bozee, Capitaine de Frigate, of 32 guns, 24 long nines, and 8 thirty-two pound caronades, and 220 men, from Cayenne, on a cruise, and had taken two Americans. I had two seamen wounded in this business, and my sails and rigging a good deal damaged; the enemy is almost a wreck, and I have towed her up here with me; her loss I understand to be nine killed and twelve wounded.

I have the honour to be, &c.

THOS. WESTERN.

ADMIRALTY OFFICE, OCT. 19.

Copy of a Letter from Vice-Admiral the Right Hon. Lord Keith, K. B. to Evan Nepean, Esq. dated the 16th instant.

SIR,

I inclose, for their Lordship's information, a letter from Captain Digby, of his Majesty's ship Alcmena, to me, acquainting me with the capture of a French letter of marque, and have the honour to be, Sir, &c.

MY LORD,

Alcmena, at Sea, Sept. 22, 1799.

I have the honour to acquaint you, that I captured, on the 16th ult. Les Deux Amis French brig letter de marque, of 6 guns and 60 men, from France, bound to St. Domingo.—I have the honour to be, &c.

H. DIGBY.

Vice-Admiral Lord Keith, &c.

Copy of a Letter from the Hon. Capt. Stopford, of his Majesty's Ship Excellent, to Evan Nepean, Esq. dated Cawsand Bay, 17th Oct. 1799.

SIR,

I have to request that you will acquaint the Lords Commissioners of the Admiralty, that on the 10th instant, being to windward of the Impregnable and her convoy, in a very thick weather, I discovered a brig standing towards the convoy, which altered her course upon seeing the ship; I chased and came up with her in the night; she proved to be a French corvette, called L'Arethuse, carrying 18 nine pounder guns, and 153 men, commanded by Lieutenant de Vaisseau, from Port L'Orient, bound to Cayenne with dispatches, which were destroyed previous to her capture. She is a new vessel, of large dimensions, and sails well.

I have the honour to be, &c.

R. STOPFORD.

ADMIRALTY-OFFICE, OCT. 22.

Extract of a Letter from Vice-Admiral Mitchell to Evan Nepean, Esq. dated on board his Majesty's Ship Isis, near the Vlieter, the 15th inst.

I inclose a copy of a letter from Captain Campbell, giving an account of the capture of four gun-boats in the Zuyder Zee, and a copy of a letter from Captain Boorder, containing an account of two unsuccessful attacks made by the enemy on Lemmer; by all which their Lordships will perceive that I cannot too highly extol the gallantry and good conduct of these Captains, and of the officers and men under their command.

SIR,

His Majesty's Gun Brig Hasty, off Marken, Oct. 7. 1799.

I beg to inform you, that I yesterday sailed from Usk, with the Hasty, Defender, and Cracker brigs, and Isis schuyt; and having reached this place by four A. M. I proceeded with the boats to attempt cutting out the Dutch gun-boat lying on or near the Pampus, and am happy to say, succeeded in getting possession of four without the loss of a man. They each mount four long guns or carronades, and have between twenty and thirty men; one of them built on purpose for a gun-vessel, and quite new, carrying two long eighteen-pounders in her bow, and two eighteen-pounder carronades on her broadside; the rest are schuyts.

I beg to recommend to your notice Messrs. Hall and Winter, Midshipmen, for their spirited behaviour on this occasion, as also all the seamen engaged, for their alacrity in boarding, and good conduct after having gained possession. I have sent the Defender with charge of the gun-boats, and have the honour to be, &c.

PATRICK CAMPBELL.

Commander of his Majesty's Sloop Dart.

Vice-Admiral Mitchell, Enchuysen.

SIR,

Lemmer Town, West Friesland, Oct. 11. 1799.

I have the honour to inform you, that at five o'clock this morning the enemy made a general attack on this town in four different parts. Their advanced party attempted to storm the North Battery. We soon got them between two fires; our tars with pikes surrounded them, and they immediately laid down their arms. Their force was one officer, one serjeant, one corporal, and 28 men, two of the latter killed. We had no sooner secured our prisoners than they attacked us with the remainder of their force, 670 in number. Our little army did wonders; for with sailors and marines our force was only 157. We fought them for four hours and a half, when the enemy gave way in all directions: I immediately ordered the marines to pursue them. Their breaking down a bridge prevented their colours and two field pieces from falling into our hands; but before this was effected the heavy fire from the marines had killed 18 of the enemy, and wounded about 20; and in their general attack they had five men killed, and nine wounded.

It is impossible for me to speak too highly of the officers and men under my command. Lieutenant Wyburn of the Marines, as also Lieutenants Howel, Higginson, and Gardner, behaved with honour to themselves and credit to their country. Lieutenant Norman of the Navy, as also Mr. Lane, Mr. Iron, Mr. Wheatly, Mr. Travers, and Mr. Petty, distinguished themselves in a most gallant manner, as did likewise the whole of the sailors and marines.

It affords me great satisfaction to inform you we had not a man hurt.

I am &c.

JAMES BOORDER.

William Bolton, Esq. Captain of his Majesty's Gun Vessel Woboeene.

ADMIRALTY OFFICE, OCT. 22.

Copy a Letter from Vice Admiral Mitchell to Evan Nepean, Esq. dated on board his Majesty's Ship the Isis the 18th inst.

SIR,

I have the honour to inclose you the copy of a letter to me from Captain Winthrop, giving an account of his having captured a sloop of war and an armed schooner, by which their Lordships will perceive that he acquitted himself with his usual zeal and good conduct; and that the officers and men under his command are entitled to my highest commendation.

I have the honour to be, &c. &c. &c.

A MITCHELL,

SIR,

Circe, River Ems, Oct. 11, 1799.

Being detained here by contrary winds, which deprived me of the pleasure of acting with you in the *Zuyder Zee*, I proceeded to reconnoitre the port of Delfzel, where I discovered a sloop of war and a schooner lying within musquet shot of the batteries; and conceiving it practicable to carry them by a coup-de-main, I gave the necessary orders for that purpose, but the weather proving tempestuous, nothing could be effected until eight at night. Delfzel being distant 20 miles from the *Circe*, the boats proceeded with the first of the tide, and arrived there just as the moon went down; at which time I ordered the attack to be made by Lieut. Maughan upon the ship, and Lieutenant Powle upon the schooner, who boarded and carried them in a most gallant manner, and I am happy to say without any loss, notwithstanding the enemy's guns were loaded, primed, and the matches lighted. The name of the ship is the *Lynx*, of 12 guns, eight and twelve-pounders, and 75 men; that of the schooner, the *Perseus*, mounting eight four-pounders, and 40 men.

The officers, seamen, and marines, employed upon this service, deserve my warmest acknowledgments for their cool, silent, and steady conduct, to which our success was in a great measure owing; and I feel great satisfaction in having an opportunity to do justice to the merits of my first Lieutenant, Mr. Maughan, whose zeal for the service I have often witnessed; and also to Mr. Powle, my second Lieutenant, whom I have had frequent occasion to commend.

To Lieutenant Buckle, of the *Hawke* cutter, and Captain May, a Naval Officer in the service of the Prince of Orange, who very handsomely volunteered their services with me on this occasion, I am much indebted for their advice and assistance. I have the honour to be, Sir, &c. &c.

R. WINTHROP.

Vice-Admiral Mitchell, &c. &c.

ADMIRALTY OFFICE, OCT. 22.

Copy of a Letter from Mr. James Le Barr, commanding the May Flower private Ship of War, to Evan Nepean, Esq. dated at Guernsey, the 14th inst.

SIR,

I take the liberty to advise you, for their Lordships' information, that I yesterday returned from a cruise of six months in the private ship of war the *May Flower*, belonging to this island, during which I captured a Spanish gun-boat, mounting two long brass eighteen-pounders, and 43 men; and a Spanish packet, cutter rigged, mounting eight guns, fours, four of which are brass, and four swivels, and 27 men; the former I sent into Minorca, and the latter into Gibraltar; besides which I also captured four merchant vessels, as per list at foot hereof, three of which I saw safe in port, and the fourth I left on the 8th instant in the homeward bound Lisbon Fleet, under convoy of his Majesty's ships the *Impregnable*, *Excellent*, and the *Alcmene* frigate.

I have the honour to be, &c. &c. &c.

JAMES LE BARR.

In Minorca.—The *Caroline* French brig, about 90 tons, from Leghorn to Toulon, laden with hemp, and 20 boxes, plates of tin.

In Gibraltar.—A brig under Danish colours, from the coast of Spain, laden with 405 pipes and 60 hogsheads of brandy.

In Lisbon.—The *St. Jose* Spanish Latine bark, from Rio-de-la-Plata to Barcelona, with 60 tons of cocoa, 70 hides, and a few bales of cotton.

Left on the 8th instant, with the homeward bound Lisbon Fleet, the Spanish schooner *Santo Christo del Grao*, about 90 tons burthen, from Cadiz to La Guayra, with various kinds of merchandize.

ADMIRALTY-OFFICE, OCT. 23.

Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated in Torbay the 21st inst.

SIR,

It is with sincere satisfaction I acquaint you, that Lieutenant Jauncey, of his Majesty's ship *Ethalion*, is just arrived here from Plymouth, by whom I have received a letter from Captain Young, stating his having captured, on the 16th instant, the *Thetis* Spanish frigate, with much treasure and a valuable

cargo of cocoa on board; also informing me, that another Spanish frigate, her consort, has no doubt been taken by the Naiad. Enclosed is a copy of Captain Young's letter, which I transmit for their Lordships' information.

I have the honour to be, Sir, &c. &c. &c.

BRIDPORT.

MY LORD, *His Majesty's Ship Ethalion, Plymouth Sound, Oct. 21.*

I have the pleasure to inform your Lordship, that on the 16th instant, at three P. M. in latitude 44 deg. 53 min. longitude 9 deg. 53 min. West, we discovered three large sail on the weather bow, evidently men of war, steering S. E. with all sail set. I immediately tacked and stood under easy sail, with an intention to speak to the sternmost, or to follow them till day light, with a view to ascertain their force. On our approach to the above ship she made the private signal: concluding that the other two ships were enemies, I made all possible sail in chase. Day-light I found her to be his Majesty's ship Naiad and another frigate in company, which I took to be the Alcmena, and two large frigates ahead. At once the Naiad made my signal to pass the sternmost, and stand on for the headmost. At nine A. M. being within random shot of the sternmost, I fired a few guns as passing, which made her alter her course. At half past eleven the headmost ship bore up athwart us, at the distance of half musquet shot: by the abilities and meritorious conduct of the officers, the steady spirit and prompt obedience to my orders of the seamen and marines, with a well-directed fire of two broadsides from the Ethalion, and a running fight of an hour, exchanging bow and stern chases, the latter part within half pistol-shot, I had the pleasure of seeing her haul down Spanish colours to his Majesty's ship under my command. She proves to be the Thetis Spanish frigate, of 36 guns, twelve and six-pounders, and 250 men, commanded by Don Juan de Mendoza, from Vera Cruz, bound to any port in Spain she could fetch, with 1,411,526 dollars, and a quantity of cocoa on board. I have the additional satisfaction to acquaint your Lordship, that not a single man is hurt on board the Ethalion. The other Spanish frigate is called the Brigida, commanded by Don Antonia Pillou, the same force and lading as the Thetis. The last time I saw the Naiad, which was just before the action took place, was nearly within gun-shot of her, and I have no doubt of her being captured. I beg leave to recommend to your Lordships' notice Lieutenant Pym, the senior Officer; the able assistance I received from him on the quarter-deck, and his indefatigable exertions in shifting the wounded masts and yards on board the Thetis, do him the utmost credit. I cannot pass over in silence the praise due to Lieutenant Jauncy and Quilliam, for their great attention to the guns on the main deck, nor that of Mr. Ducker the Master, and Lieutenant Peake of the Marines, for their aid on the quarter-deck; the warrant and petty officers, seamen, and marines, also merit your Lordship's notice.

I have the honour to be, &c. &c. &c.

JAMES YOUNG.

Ethalion.—None killed or wounded

Thetis.—One killed, and nine wounded.

Right Hon. Lord Bridport, &c. &c. &c.

ADMIRALTY-OFFICE, OCT. 24.

Copy of another Letter from Admiral Lord Bridport to Evan Nepean, Esq. dated the 22d instant.

SIR,

Captain Digby, of his Majesty's ship Alcmena, is just arrived here; he came from Plymouth by land, charged with dispatches from Captain Pierrepont, of his Majesty's ship Naiad, stating, with other occurrences, the important capture of the Santa Brigida, Spanish frigate, consort of the Thetis, (as stated in Captain Young's letter of yesterday's date) copies of which you will herewith receive for their Lordships' information, whom I sincerely congratulate upon this fortunate event, which does so much credit to Captain Pierrepont, and all the officers, seamen, and marines of the different ships under his command, for the meritorious and persevering conduct manifested upon this occasion.

I have the honour to be, &c. &c. &c.

BRIDPORT.

MY LORD,

Naiad, off Cape Finisterre, Oct. 19, 1799.

I have great pleasure in being able to acquaint you, that the ships named in the margin * (which your Lordship has done me the honour to put under my orders) captured yesterday morning the Spanish frigate Santa Brigida, of 36 guns, and having on board 300 men, commanded by Don Antonio Pillou. This frigate, my Lord, in company with another called the Thetis, left Vera Cruz on the 21st of August last, and I had the good fortune to fall in with them both, on the evening of the 16th instant, in latitude 44 deg. 1 min. N. longitude 12 deg. 35 min. W. at eight P. M. the Naiad then a single ship, and to which I immediately gave chase. Before midnight I discovered them to be vessels belonging to the enemy and was joined by the Ethalion: when the day broke I was also joined by the Alceme, when the Triton was discovered far astern still owing to the superior sailing of the latter ship: after a chase which lasted thirty two hours, I set myself down as indebted for a most valuable capture. The two frigates at seven A. M. perceiving themselves not in a state to withstand our united force, took different routes, upon which I made the Ethalion's signals to pass the sternmost ship of the enemy, as she at that time took the lead in point of sailing, and stand for and engage the headmost-vessel, which was obeyed with that alacrity by Captain Young, that I make no doubt but she has experienced a similar fate to her companion; but as the Santa Brigida made a determinate push on the southern course, a separation of course took place. The latter frigate of the enemy having rounded Cape Finisterre on the morning of the 18th instant, by her fast sailing, about five o'clock her Commander shoved so very close to the rocks of Monte Lora, that the Triton, who was first in pursuit, (Captain Gore being regardless of every thing but closing with the enemy), struck upon the said rocks, going seven knots at the time; I fear her damage is considerable: however she was soon off again, and commenced an animated fire on the enemy, as did Captain Digby, with an officer-like presence of mind, keeping in that direction to cut off the entrance of Port de Vidre. At eight A. M. the three frigates closed with the enemy amidst the rocks of Commaruto, at the entrance of Muros, when the colours were hauled down, and we found ourselves all in foul ground together. A fortunate breeze sprang up from the shore and we were enabled to put the ships heads to the sea, and began to shift prisoners, when a Spanish squadron, consisting of four large ships, one with a broad pendant, came out of Vigo, with an intention I suppose, of rescuing the prize. This being the opinions of Captains Gore and Digby also, every exertion was made to secure the prisoners and get the ships under my command ready to receive them; but on their perceiving my determination, they bore up and ran into Vigo. Light and variable winds have kept me still in sight of the Spanish coast, which is to day one continued blaze; and as I was aware of another squadron of Spanish ships being in Corunna, have thought it my duty to keep altogether for the protection of the prize, which is of immense value, having on board 1,400,000 dollars, independent of a cargo of equal estimation. My companions in chase, Captains Gore and Digby, make the most favourable report of the zeal and perseverance of their respective officers and crews; and in justice to the officers and ships company I have the honour to command, I can only say, that their anxiety to get alongside the enemy's frigates, whilst alone, was equal to what it was afterwards, when my force became superior; and on that, as on all former occasions, I profited by the able assistance of J. H. Marshall, my first Lieutenant, to whom I have given charge of the prize. I inclose a list of killed and wounded on this occasion, either by shot or casualties.

I have the honour to be, &c. &c. &c.

W. PIERREPOINT.

Triton.—One seaman wounded.*Alceme.* One seaman killed; one petty officer and eight seamen wounded.*Santa Brigida.* Two seamen killed; eight seamen wounded.*Right Hon. Lord Bridport, K. B. &c. &c. &c.*

* Naiad, Triton, Alceme.

MONTHLY REGISTER

OF

Naval Events.

LIGHT HOUSES.

TRANSLATION of a Danish Publication relative to Three new Lights to be placed at the Entrance of the Lund.

HIS Majesty having been pleased to order, that to guide the navigation into and out of the Lund, two fires shall, as formerly, be kept up upon Nakkehoved, near Elsineur; and one light on the north east spire or tower of the palace or castle of Cronborg, upon the same places or in the same positions where lights were kept up in 1772; be it known,

That on the 13th April 1800, two fires will be lighted on the two towers on Nakkehoved, and one light on the north east spire or tower of the palace or castle of Cronborg.

Those fires and light are to be regulated by the ordinances of the 21st March 1705, and of the 1st February 1779; so that in summer, or from Easter to Michaelmas, they are to be lighted one hour after sunset, and to burn till sunrise; and in winter, or from Michaelmas to Easter, they are to be lighted half an hour after sunset, and to burn till sunrise.

It is hereby further made known that a chart of the positions and bearings of the fires and light, made out in 1771, with remarks to be observed by those who sail into or out of the Lund in the night time, is to be had at his Majesty's Custom-House at the Lund for twelve stivers.

Copenhagen. Given in the Royal West India Guinea Exchequer and General Custom-House-Office, the 11th January 1800.

THE LIGHT-HOUSE situated on the Point of Lindesneess, in Norway, not being sufficiently elevated, nor discernible by day, his Danish Majesty has thought proper to cause to be erected on the same scite a tower of ten yards, or twenty feet in height, painted white, upon which a fire, as formerly, will be lighted on the 1st day of February of the present year.

The Light-House of Markoc, opposite to Lindesneess, has not undergone any change.

LORD NELSON.

A superb Monument being to be erected in *Rome*, as a memorable tribute of gratitude to Lord NELSON, his Lordship has written the following letter to the agent at Rome, who has the conduct of this business:

" DEAR SIR,

" *Palermo, Dec. 19.*

" Sir Charles Hamilton has been so kind to communicate to me the distinguished honour intended to me by the inhabitants, by you, and other professors and admirers of the fine arts in Rome, to erect a monument. I have not words sufficient to express my feelings, on hearing that my actions have contributed to preserve the works which form the School of Fine Arts in Italy, which the modern Goths wanted to carry off and destroy.

" That they may always remain in the only place worthy of them—Rome, are and will be my most fervent wishes, together with the constant esteem of,

" Dear Sir,

" Your most obliged servant,

" ERONTE NELSON

CAPTAIN HAMILTON, OF THE SURPRIZE.

" SIR, *Spanish Town, Jamaica, 7th of Nov. 1799.*

" In obedience to an order of the Honourable House of Assembly, I beg leave to inclose you a copy of a Resolution of the House, which passed unanimously on Wednesday, the 6th instant; and permit me to assure you that I transmit it with the greatest satisfaction.

" I have the honour to be,

" With much respect, Sir,

" Your most obedient humble servant,

" JAMES LEWIS."

Captain Edward Hamilton, His Majesty's Ship Surprise.

" *House of Assembly, Wednesday, 6th Nov. 1799.*

" RESOLVED, NEM. CON.

" That, as a testimony of the high sense this House entertain of the extraordinary gallantry and ability displayed by Captain Edward Hamilton, in attacking and cutting out of Porto Cavallo his Majesty's late ship *Hermione*, an enterprize surpassed by none in this glorious war, the Receiver-General be directed to remit to the agent the sum of three hundred guineas, for the purchase of a sword, to be presented to Captain Hamilton.

" ORDERED,

" That the Clerk of the House do transmit to Captain Hamilton a copy of the said Resolution.

" By the House,

" JAMES LEWIS, Clerk to the Assembly."

NAVAL PILLAR.

The following Committee are to decide upon the merits of the several designs offered for the Naval Column, and to superintend its execution.

Earl SPENCER, *First Lord of the Admiralty.*

The Right Hon. WILLIAM PITT, *Master of the Corporation of the Trinity House.*

Sir ANDREW SNAPE HAMMOND, *Comptroller of his Majesty's Navy.*

Sir PETER PARKER, *Bart. Admiral of the Fleet.*

The Hon. SAMUEL BARRINGTON, *General of the Marines.*

EVAN NEPEAN, *Esq. Secretary of the Admiralty.*

GEORGE ROSE, *Esq. Secretary of the Treasury.*

The GOVERNOR of the BANK of ENGLAND.

The CHAIRMAN of the EAST INDIA COMPANY; and

ALEXANDER DAVISON, *Esq. Treasurer.*

A model of a colossal statue two hundred and thirty feet high, executed after the school of Michael Angelo, has been made by Mr. Flaxman, and sent to the treasurer, Alexander Davison. *Britannia by Divine Providence triumphant*, appears in large letters on the base. It is proposed to erect this noble statue of Britannia on Greenwich Hill. Mr. Flaxman has published an ingenious pamphlet, with plates descriptive of his original and bold ideas: "The summit of Greenwich Hill," says the eminent artist, "appears to be the best situation for the Naval Monument, from the following considerations: the gradation of scenery from the Thames, rising with the fine architecture and porticos of this great Naval Hospital of the country, continued with the high ground and woods, and connected by the Observatory, with such a finish would afford a sublimity of prospect not to be equalled in any other place. Besides, its vicinity to and visibility in the high parts of London and its environs, to the south and east it would most likely be seen as far as the Sea. It is also to be remembered, that the Port of the Metropolis, is the great port of the whole kingdom; that the Kent road is the ingress to London from Europe, Asia, and Africa; and that, as Greenwich Hill is the place from whence the longitude is taken, the Monument would, like the first Mile stone in the City of Rome, be the point from which the world would be measured."

The following Account of the Capture of the Pallas French Frigate, is taken from the Log Book of the Fairy Sloop of War, 16 guns, Captain J. S. Horten.

"At eight on the fifth of February, the Fairy and Harpy in company, the Cordeliere Rock N. E. five or six miles: at half past eleven saw a French frigate; at one, brought her to action; at a quarter past three the enemy ceased firing, and made sail to the N. and E.:—refitted, and made sail after her. At a quarter past three set the steering sails; the enemy heaving up to the N. and W. Made the Harpy's signal, (18 guns, Captain H. Bazely) to gain the wind of her. At four, saw from the mast-head, three strange sail; made the Signal for an enemy; which repeated with a gun every five minutes, as did the Harpy. A quarter past four the enemy bore up; twenty minutes past four made the signal to engage, as coming up with the enemy; half past four, Rogudaue N. N. E. six or seven miles, made the preparatory signal to rake the enemy. Half past five, the Chace W. the Harpy W. by S. light breezes; at seven, the three sail four or five miles before the lee beam; wind S. S. W. half past eight, made the private signal to the ships to leeward, which they did not answer; at nine spoke his Majesty's ship La Loire, and pointed out the Chace to Captain Newman then a gun and a half shot on our weather quarter; tacked in compliance with his orders. At ten spoke the Raillieur, tacked occasionally: quarter past eleven La Loire, and Raillieur, firing their bow guns at the Chace. The enemy tacked at half past eleven, and getting close in with the Seven Islands, a smart action commenced between her and La Loire. About twenty minutes before twelve, gave the enemy our broadside on passing, which repeated on the other tack; several guns firing from the batteries, the Raillieur, and Harpy, as well as La Loire, occasionally engaging the enemy; who at half past two struck her colours, and proved to be the Pallas, a new French frigate, of 46 guns, and 380 men, from St. Maloes."

WRECK OF THE SCEPTRE MAN OF WAR.

The following is a list of the Officers of the Sceptre who were either saved from the wreck of that ship on the 5th of November 1799, or were on shore at the time of the accident:

Lieutenants James Pengelly, Thomas Tudor Tucker, Hon. Alexander Jones and — Douglas, of the Marines; John Bury, Surgeon; J. Dredge, Purser; Lieutenant N. J. Willoughby, invalid; R. Smart; Wm. Dredge, Invalid; B. W. McGibbon, Marines, ditto; Mr. James Shaw, Master's Mate; James Sphynx, Midshipman; J. H. Buddle, ditto; Stephen Popham, ditto; James Pettel, ditto; Chas. W. Chalmers, ditto; John Thompson, ditto; the Rev. Thomas Tringham, Chaplain; Mr. Bossell, Carpenter: and 109 Seamen and Marines.

The following officers were unfortunately lost:

Captain Valentine Edwards; Lieutenant Munn, and Lieutenant Bartlett; Mr. Edward Bones Master; Mr. Alexander Baxter, Gunner; Mr. Robinson, Boatswain; Mr. Barlow, Mr. W. Edwards, Mr. T. Giles Kilburne, and Mr. James Tucker, Midshipmen; and about 280 Seamen and Marines.

WRECK OF THE BRAZEN SLOOP.

On the 25th of January, between three and four o'clock in the morning, the Brazen sloop of war, mounting 18 guns, commanded by Captain HANSON, was in a gale of wind driven on *Ave Rocks*, near *Newhaven*, and soon afterwards dashed to pieces, by the violence of the waves. The wreck, when it was discovered about seven in the morning, exhibited a most melancholy and distressing scene. Many of the crew who had got on rafts, and on different parts of the ship, were seen struggling with the contending billows, but in vain, as it was at the time of high water, and when no assistance could be given them from the shore. The Lieutenant and Purser, who were excellent swimmers, stripped, and attempted to save themselves by that means; but having swam till they were exhausted, they sunk, and were seen no more: and it is painful to relate, that the whole of the crew, consisting of 120 persons, one only excepted, perished. At the ebbing of the tide the shore was covered with dead bodies, which were picked up and put into waggons sent from *Newhaven* for that

purpose. The man who was saved preserved himself by the help of a trough, or skid, used for launching a boat from a ship, and was drawn up the Cliff by a machine constructed for that humane purpose. He was so much exhausted, that it was a considerable time before he recovered sufficiently to speak to be understood.

The Brazen had the day before taken a prize off the Isle of Wight, and sent her to Portsmouth, under care of seven of the crew, who thereby fortunately escaped the dreadful and fatal disaster.

The following letter, dated *Leves*, Feb. 3, says, "The seaman whom Providence so especially favoured in his escape from the wreck of the Brazen sloop of war, as mentioned above, is named *Jeremiah Hill*. He was drafted from the Carysfort frigate on board the ill-fated ship, on her sailing from Portsmouth, only ten days before she met the melancholy disaster. Hill, on that night, had the mid-watch, and was relieved about two in the morning, but did not go to his hammock till four. At five he was alarmed by the striking of the ship (but had heard no soundings called), and hastened on deck with his jacket and trowsers in his hand, which on seeing the state of the ship, he cast away, and assisted in cutting the weather shrouds to release the main and mizen masts, which went over by the board, but without any good effect, as the ship was, by the violence of the waves, almost instantly hove on her side, and dashed to pieces. He then got on the main-mast, and retained his situation until a gun-slide presented itself to his reach, which he embraced, and clung to it till it floated him on shore. The stern post, with two of the guns, drifted on shore on Wednesday; a small part of her side was carried by the tide beyond the Eastern Pier, and the fore part remained near the rock on which she split. The crew, consisting of seamen drafted from ships that had been paid off it is supposed did not possess amongst them less than 5000*l.* in cash and bills. Between thirty and forty of the dead bodies have been picked up near Newhaven, twenty-nine of which were buried on Saturday afternoon in a spot of ground adjoining the church-yard of that place. Coffins were provided for them all by order of the Admiralty.

"Captain Hanson's widow, who is far advanced in her pregnancy, has expressed a strong desire to see the remains of her husband; in consequence of which a reward has been offered for the recovery of his body, which is distinguishable by an anchor marked with gunpowder on one of his arms.

"The relatives of a youth of distinction, who was amongst the sufferers, are equally solicitous for a sight of his remains, and offer for their production a reward of fifty pounds."

Portsmouth, Jan. 10. This day a most melancholy accident happened here;—A boat with eighteen persons in it was upset near the White Buoy, on its passage to the Venerable, lying at St. Helen's. Those who unfortunately perished were, B. C. Meredith, Lieutenant of the Marines; Mr. Stokes, Midshipman; ten seamen, three boys, and one woman, all belonging to the above ship. Two men were happily saved. One of them preserved himself by means of a trunk belonging to an officer, who fortunately avoided sharing the fate of the above persons by getting out of the boat only a few minutes before it left the Sally Port.

The two seamen saved from the Venerable's boat, and picked up by the incredible exertions of a wherryman, being brought on shore, were immediately attended by Mr. Sharp, surgeon, in Broad-street, who, by his perseverance, restored them both to society. He restored one by an emetic, and the other by the process prescribed by the Humane Society.

The following is an extract from the intercepted letter, among others, of General Kleber to the Directory:

"I know all the importance of the possession of Egypt. I used to say in Europe, that this country was for France the point of fixture, by means of which she might move at will the commercial system of every quarter of the globe; but to do this effectually, a powerful lever is required, and that lever is a Navy. *Ours has existed!* Since that period, every thing has changed; and peace with the Porte is, in my opinion, the only expedient that holds out to us a method of

fairly getting rid of an enterprize no longer capable of attaining the object for which it was undertaken.

The officers and sailors belonging to the American ships in the port of London on Sunday the 16th instant, paid a tribute of respect to their deceased friend General Washington, by attending at St. John's Church, Wapping, dressed in naval mourning.

EAST INDIA REPORT.

ACCOUNTS from India state, that in the month of August last the Trincomalee sloop of war, of 16 guns, commanded by Lieutenant John Roe, engaged a French frigate of 24 guns, for the space of two hours, in the Straits of Babelmandel. The action was so heroically maintained on the part of the British, having laid herself close on the quarter of the enemy, that both vessels unfortunately blew up, and the whole of the respective crews perished. The Trincomalee and Comet were sent from Bombay to join Commodore Blanket's squadron, and fell in with two French ships in the Persian Gulph, of very superior force; one of them was known to be the Pearl, National frigate, which had been so long cruising in the Indian Seas. The British ships, from the great superiority of the enemy, we are informed, rather wished to avoid an action; but they were placed in such a critical situation, the enemy having the advantage of the wind, that they could not possibly escape: and considering that the valuable trade from Bussorah was likely to suffer materially from their cruising in those parts, they determined at length to risque an action. The Comet engaged the Pearl very warmly, and the Trincomalee the other French ship, which mounted 24 guns. The action, which was desperately fought, lasted two hours, when both blew up. The other National vessel, seeing the fate of her consort, made sail from the Comet. The cause of this lamentable disaster is not precisely accounted for, as every man on board both ships perished in the explosion. The Comet hoisted out her boats to afford all the assistance in her power, but nothing could be picked up but pieces of the wreck.

Feb. 19. Yesterday a Court of Directors of the East India Company was held at the India House, when Captain Nathaniel Spens was sworn into the command of the ship Neptune, burthen 1200 tons, consigned to China direct.

The following Commanders attended the Court of Directors yesterday, and took their final leave, previous to their being dispatched according to their respective destinations, viz. Captain George Stevens, of the Ceres; Captain A. F. W. Swinton, of the Lady Burges; Captain Bruce Mitchell, of the Marquis Wellesley; Captain Robert Spottiswood, of the Lord Nelson; Captain John Brooke Sampson, of the Earl of St. Vincent; and Captain James Ludovic Grant, of the Brunswick.

The Lord Walsingham, Captain Smales, is ordered to be at Gravesend on the 25th of next month.

The ships Butterworth, Henry Glasspoole, master, 390 tons; New Euphrates, Lawrence Frazer, 281 tons; Favourite, George Kerr, 276 tons; Elligood, Christopher Dickson, 327 tons; Kingston, Thomas Dennis, 287 tons; were permitted to proceed on the Southern Whale Fishery.

The Underwriters have agreed to give Captain James Sturrock, and crew, of the Ship Pursuit, five pounds per cent. on the value of the ship and cargo, for their gallant defence against a French privateer of considerable force, on the fifth of January last.

The expedition fitted out from Bombay, for the purpose of maintaining the Island of Perim, in the Straits of Babelmandel, has been ably conducted by Lieutenant-Colonel Murray. This Position, notwithstanding its sterility, is of great importance from the size and excellence of its harbour.

PLYMOUTH REPORT, FROM JANUARY 15 TO FEBRUARY 20.¹

Jan. 15. Wind N. W. Cloudy. Arrived from a cruise the Sylph sloop of war, Captain Dashwood. A seaman of the Ethalion, from excessive joy at the very honourable acquittal of Captain Searle, the officers, seamen, and marines, of that ship, drank so much liquor, that he fell, fractured his skull, and died instantly. Verdict. *Accidental death.* Sailed for Torbay, the Neptune, 98 guns, and the Triumph, 74, Rear-Admiral Collingwood. Also the Speedwell lugger, and George cutter, for Guernsey. Went into the Sound, the Alcmena, 32 guns, Captain Digby, and Renard, 18 guns, Captain Spicer. Orders came down this day for all ships ready for sea to proceed for Torbay directly.

16. Wind N. W. Cloudy. Reports having been industriously circulated that the French fleet were at sea with their auxiliaries the Spaniards, it seems necessary to contradict it, as the combined fleets were at anchor in Brest water the 10th instant, and not the least appearance of their sailing at that period. Letters received this day from the Fowey cutter, Lieutenant Derby, state, that she arrived safe the 24th ult. in Crookhaven, after striking on the Saints Rocks the 18th ult. and making much water. She was driven into the Bay of Biscay, short of provisions, and leaky; but by a fortunate shift of wind, she bore up for Ireland, and got safe into Crookhaven Bay.

17. Wind N. W. Great Fog. Last night there was a hot press in Catwater and the Pool, when several useful hands were picked up. This morning a boat with armed men boarded the David, just arrived from Oporto, with wines, started two huts, drank their fill, and took out the mate and two seamen; carried them into the Sound, and put the mate on the Red Spill buoy, and the two seamen on another buoy, where they remained exposed to the wash of sea till day-break, when fortunately the master of a stone barge, going down the harbour for Catwater, saw their distressed situation, sent his boat and took them off, almost benumbed with cold. No idea whatever has been formed who the inhuman villains were to be guilty of such an act of atrocity. Went into dock, the Atlas, 98 guns, Captain Jones. She is much damaged in her bottom by beating so violently on the reefs of St Nicholas Island.

18. Wind S. E. Cloudy. Came in the Embden, from New York, detained by the Mercury frigate. This day were landed from the Calcutta East India-man, retaken by the Glenmore and L'Amiable frigates off Madeira, about fifty Lascar seamen, sick. They are lodged in the China House as an Hospital. They appear to suffer very much from the coldness of the climate.

19. Wind S. W. Rain. Passed up this morning, with part of the Newfoundland fleet, the Mercury frigate. Arrived the American brig Franklin, taken by the Alliance French privateer, and retaken by the Excellent, 74 guns.

20. Wind N. Snow and Frost. Arrived the North Star, from St. Michael's, with fruit, taken by a French privateer, and retaken by the Urania, 44 guns, Captain Towry. Arrived also the Hope, from Newfoundland for Poole. She experienced dreadful weather on her passage. Sailed the Speedwell lugger, and George cutter, with a fleet for Jersey.

21. Wind N. Frost and Snow. Sailed for Torbay, the Alcmena, 32 guns, Captain Digby. Arrived from Bourdeaux, the Fredag, Overfodisherd, with brandy; and William, Anchor, from Newfoundland. Also the Falkende, Christian, bound to Altona, detained and sent in by one of our cruisers. Sailed for St. Maloes, the Active cartel, having on board General Defourneaux, and several French passengers, from Guadaloupe, sent home on parole of honour.

22. Wind S. E. Clouds and Rain. Sailed the Spy, 18 guns, Captain Hay, on a cruise. Also for Torbay, the Megæra fire ship, Captain West, to join Admiral Gardner's fleet there, thirty one sail of the line, besides frigates. Arrived from Kinsale, the Spitfire, 24 guns, Captain Seymour, with a rich

Dane, *Havel Reril*, from Batavia, with spices, &c. supposed Dutch property, worth 150,000*l*. There are five sail more on their passage of the same class and value.

23. Wind S. Blows a Gale, with Rain.

24. Wind W. Fair. Arrived the *Eurydice*, 24 guns, Captain Talbot, and *Havick*, 18 guns, Captain Bartholomew, from a cruise.

25. Wind W. Cloudy, with Rain. Passed up the *Galatea*, 36 guns, Captain Byng, with the valuable Cork convoy, for the Downs. This day three hundred prisoners in the French prison, mostly neutrals, entered into the division of marines at this port. Arrived the *John cartel*, Singleton, from St. Maloes. She carried over French prisoners of war.

26. Wind S. W. Rain, with Clouds. Arrived the *Warrior*, 74 guns, Captain Tyler, from Torbay. Came in from Milford Haven, the London Packet armed ship, Lieutenant Fegen, with a convoy. Arrived two brigs with wines and brandies, prizes to the *Anson*, 44 guns, Captain Durham, and an American, recaptured by the *Amethyst*, 36 guns, Captain Cooke.

27. Wind N. W. Flying Clouds, Rain. Arrived very leaky from Beershaven, Ireland, the Fowey cutter, Lieutenant Derby. She struck on the *Saints Rocks* the 19th ult; and making much water she bore away for Ireland, and got into Beershaven Bay short of provisions. Arrived the *Voltigeur*, 18 guns, Captain Shortland. She experienced dreadful weather, and had one man washed overboard.

28. Wind S. Cloudy. Arrived the *Earl St. Vincent* schooner, Lieutenant Smith, from Rear-Admiral Duckworth, with dispatches, which were forwarded by express. Arrived from Torbay, the *Dasher*, 18 guns, Captain Tobin. Arrived from the coast of France, the *Sheerness*, 44 guns, Captain Carden.

29. Wind S. Cloudy. Arrived the *John and Sarah cartel*, from Brest, with twenty English prisoners; amongst which were Mr. G. Joad, Mr. Fisher, and Mr. Hare, passengers in the *Generous Planter*, Captain Smith, with a valuable cargo of naval stores, for Jamaica. She was captured the 1st instant in latitude 49 degrees, longitude 13 degrees west, by *L'Eole* French privateer, of Bourdeaux, 26 guns, and 160 men. *L'Eole* was to cruise for six weeks between longitude 15 degrees to 20 degrees west, and from latitude 51 degrees to 47 degrees 30 minutes. As the *Generous Planter* was going into Brest the 8th instant (after beating about for seven days), *La Bruille* French corvette, of 20 guns, and 170 men, from the Isle of France, with nearly a million of specie, struck on some rocks, and bilged. She soon went over, parted, and one hundred and thirty-two of her crew were drowned; thirty-eight of the officers and ships company were saved by the exertions of Captain Smith and the people of the *Generous Planter*, who, though going into an enemy's port prisoners of war, generously and humanely stepped forward in the distressed situation of *La Bruille* and her ship's company to save them, though enemies. This gallant conduct struck the French Commandant at Brest so forcibly, as a trait of the feeling and humanity of British seamen, that he instantly ordered the officers, passengers, and crew of the *Generous Planter* for England, with exchange. They arrived this day as above recited; a very proper compliment to British spirit, humanity, and generosity.

30. Wind Variable, Fair. Came in the *Nymph*, of Newfoundland, for Poole, captured by the famous *L'Egyptien* French privateer, and recaptured by the *Beaulieu* and *Amethyst* frigates. Sailed the *Clyde*, 44 guns, Captain Cunningham, on a cruise. Arrived from a cruise, the *Plymouth* lugger, 18 guns, Lieutenant Elliot, and *Voltigeur*, 18 guns, Captain Shortland. Sailed for Torbay, the *Centaur*, 74 guns, Captain Markham. Also on a cruise, *La Loire*, 48 guns, Captain Newman; *La Railleur*, 18, Captain Turquand; and *Danaë*, 24, Captain Lord Proby; to look for a frigate and corvette a convoy from St. Maloes for Brest. The fast sailing ship corvette *La Bourdelois*, 24 guns, now in dock, is commissioned, and given to Captain Manby. She was captured by *La Revolutionnaire*, 44 guns, Captain Twysden, after a long chase of forty-eight hours. She had beat all our cruisers during the present war, and netted her owners at Bourdeaux one million sterling; having captured in four years nearly one hundred and sixty prizes.

31. Wind W. N. W. Fair. Arrived the Naiad, 38 guns, Captain Murray, from a cruise, and the Galatea, 36 guns, Captain Byng, after conveying the valuable Cork fleet safe to the Downs. Sailed for the Cove of Cork, the Dictator, 64 guns, Captain J. Hardy, and the Roebuck, 44 guns, Captain Buchanan, with the 46th (or South Devon) regiment of foot on board. Sailed the London Pacquet, 12 guns, Lieutenant Fegen, with a convoy for Swansea. Arrived the Havick, 18 guns, Captain Bartholomew, with the Courageux French privateer, of six guns and 44 men, her prize. Also the Lavinia, from Cork.

Feb. 1. Wind W. Cloudy. Letters received here this day state, that last Thursday a French cutter privateer, of 12 guns, had captured off the port of Poole a brig and sloop deeply laden, and had carried them off for the coast of France. Letters dated December 8, 1799, from Mr. Prior, purser of his Majesty's frigate Solebay, of 32 guns, 220 men, Captain Poyntz (nephew of Earl Spencer, first Lord of the Admiralty), from Kingston, Jamaica, mention the following very gallant exploit performed by the officers and ship's company of that frigate. Captain P. understanding that four French corvettes, deeply laden with naval and military stores, from Rochfort to St. Domingo, were at anchor off Cape Tiberoon, gallantly resolved to cut them out, in which attempt Captain P. succeeded as completely as his most sanguine wishes could promise. He brought the Solebay to bear on them, and boarded in all directions with his boats in the most intrepid style; cut their cables, and brought off the whole squadron; viz.

				Guns.	Men.
L'Egyptien	-	-	-	20	200
A Corvette	-	-	-	18	120
A Brig Corvette	-	-	-	16	100
A Ditto	-	-	-	16	100

Guns - - - 70 520 Men.

They arrived with the Solebay at Jamaica amidst the acclamations of thousands of spectators assembled on the occasion, and landed five hundred prisoners at Kingston Quay.

2. Wind S. W. Blows a Gale. Last night the Three Brothers letter of marque, of 12 guns, from this place for Jamaica, with a valuable cargo, in turning out of Catwater into the Sound, missed stays, and went ashore on the Cobler's Reef, where she bilged, and fell on her broadside; her masts were cut away to lighten her, and the officers and crew got safe ashore on the Mount Batten side. This morning she was towed alongside the Victualling-Office pier, by means of some Trawl boats, and now lies full of water.

3. Wind W. Moderate. This day arrived the Indefatigable, 44 guns, Captain Curzon, from a cruise. Also from a cruise, the Constitution cutter; and George sloop, from Waterford, with a cargo of bacon, butter, &c. for this port.

4. Wind W. Fine Day. Sailed La Renard, 18 guns, Captain Spicer, on a cruise, La Bourdelois, that fast sailing corvette, is commissioned, and the command given to Captain Manby. Arrived a French privateer, La Courageux, of 6 guns and 44 men, prize to the Havick, 18 guns, Captain Bartholomew.

5. Wind E. S. E. Arrived from Petersburg, with hemp and iron for the Dock-Yard, the Hope, Seaton. Also the Terpsichore, 32 guns, Alcmena 32, and Thames 32. Sailed the Triton, 32 guns, and Venturier, 18, on a cruise.

6. Wind L. Cloudy. Arrived the Stag, 32 guns, Captain Yorke, from a cruise. Also the Glenmore, 36 guns, Captain Duff, from Cork, Fairy 18, Happy 18, Suffisante 16, and Sunflower 14, from a cruise. Arrived the Simon, with wine and brandy, prize to the Alcmena, 36 guns, Captain Digby. Sailed for the Downs, the Sheerness, 44 guns, Captain Carden. Arrived from the Coast of France to refit, the Anson, 44 guns, Captain Durham, and the Boadicea, 44, Captain Keates. Sailed the Triton, 32 guns, Captain Gore, on a cruise.

7. Wind E. S. E. Cloudy, Blows Hard. Arrived a Trawler, Harper, master. He fell in with, two leagues S. E. of the Edystone, La Loire, 43 guns, Captain Newman, and La Railleur, 18, Captain Turquand. They had in company their prize, La Pallas, 44 guns and 350 men, taken only six hours after she left St. Maloes, after a well fought close and running action of two hours; she is quite new, her first cruise, and was bound for Brest, and from thence for the Mauritius. Harper put a pilot on board La Pallas, as she was much disabled, her main-top-mast gone over the side, standing and running rigging and sails cut to ribbons, and scarcely a brace or bowline left. The wind blowing hard at E. S. E. La Loire, La Pallas, and La Railleur bore away for Falmouth. Sailed Urania, 44 guns, Captain Towry, on a cruise.

8. Wind S. E. Blows Hard, Fair. Passed by, with a fine wind, Admiral Sir A. Gardner, Bart. with twenty-two sail of the line, and several frigates and cutters.

9. Wind S. E. Blows Hard, Fair. Arrived the Fairy, 18 guns, six-pounders, Captain Horton, and the Harpy brig, 18 thirty-two pound carronades, Captain Bazely, both much damaged, having fallen in with La Pallas previous to her being taken by La Loire, &c. and sustained a most gallant action for near an hour, by which means La Loire fell in with her. In this unequal contest the above sloops of war were much damaged: the Fairy had four seamen killed, Captain Horton wounded, Mr. Hughes, Purser, wounded in the arm, and six seamen; and Harpy, one killed, and three wounded.

10. Wind E. S. E. Blows Hard, Fair. Arrived the Alert cutter, with a fleet from the Downs; Mercurius, from Malaga, for Altona; and Perseverance, Fotherly, from London. Arrived the Betsey cartel, from St. Maloes, where she had been detained three days, that she should not give any account to our cruisers of the sailing of La Pallas for Brest. Went out of dock, the Atlas, 98 guns, Captain Jones; and Fisgard, 48, Captain T. B. Martin. Went into dock, the Marlborough, 74 guns, Captain Sotheby, and Terrible, 74, Captain Wolseley, to refit.

11. Wind E. S. E. Cloudy.

12. Wind N. E. Cold. Went up the harbour, the Anson, 44 guns, Captain Durham. Came in, and went up also, the Glenmore, 44 guns, Captain Duff, to refit. Letters from La Pallas, 44 guns, Lieutenant Raynor (Prize Commander), dated Penzance the 8th instant, state her arrival in Gwavus Lake, totally dismantled. She was captured near the Seven Islands, between St. Maloes and Morlaix, after a close action of two hours. She lost sixty men killed and wounded. On the arrival of the letter to Mr. P. Symonds, broker to Captain Newman of La Loire, he waited on Admiral Sir T. Paisley, who immediately ordered Le Voltigeur, 18 guns, Captain Shortland, with a supply of spars and other necessary stores to her assistance. She sailed this afternoon with a fair wind.

13. Wind E. N. E. Cloudy. Arrived the John cartel, from Morlaix, which place she left yesterday morning.

14. Wind E. N. E. Fair. Last night came in the Providence sloop, M'Ausland late Master, retaken by La Railleur, 18 guns, Captain Turquand. Arrived the London Pacquet armed sloop, Lieutenant Fegen, with a convoy. Also the Hope, of Aberdeen, with hemp and iron for the dock-yard; the Mercurius, Wolgash, of Altona, last from Morlaix, where she has been detained three months.

15. Wind E. S. E. Blows Hard.

16. Wind E. N. E. Rain. Arrived the Urania, 44 guns, Captain Towry, with the Cowley, a large French ship of 300 tons, from L'Orient to Brest, with the frame of a man of war in pieces, and large ship timber for the fleet at the latter port. Arrived from Jersey, the Sly lugger, with dispatches. Also St. Ann cutter, from Guernsey; and the Reimsdyke. Fry, from London to Demerara, with a cargo leaky. Sailed on a cruise, the Doris, 36 guns, Captain Lord Ranelagh; Alcmena, 36, Captain Digby, on a cruise; Swan and Fairy cutters, to join Admiral Sir A. Gardner off Brest.

17. Wind E. S. E. Rain. Arrived the *Lady Charlotte*, 14 guns, Lieutenant S. Halliday; and the *Lady Duncan* lugger, with dispatches from Admiral Sir A. Gardner, which they left all well off Brest Saturday last, at which period there had not been any movement of the combined fleets. Orders came down this day from the Admiralty for the *Ruby*, 64 guns, Captain Ferris (victualled for six months) to proceed in twenty-four hours for the Cape of Good Hope.

18. Wind E. Cloudy. Sailed the *Fairy*, 18 guns, Captain Horton; *Harpy*, 18, Captain Bazely; and *Dasher*, 18, Captain Tobin, on a cruise off the coast of France. Passed by, to join the Channel fleet, the *Agamemnon*, 64 guns, *Repulse*, 64, and *Megæra* fire ship. The latter, in turning out of Torbay, ran down a loaded sloop, but all hands were saved.

19. Wind E. S. E. Cloudy. Sailed for the Cape of Good Hope, the *Ruby*, 64 guns, Captain Ferris, with sealed orders, not to be opened till she gets thirty leagues west of Scilly. Sailed to join Admiral Gardner off Brest, from Cawsand Bay, the *Windsor Castle*, 98 guns, *Excellent* 74, and *Resolution* 74. Arrived from Falmouth, *La Vidette*, 14 guns, (formerly the *Barracouta* cutter), prize to the *Triton*, 32 guns, Captain Gore.

20. Wind E. S. E. Rain. Arrived from Cork, where she and *La Railleur* were driven fourteen days since by the violent gale at east, *La Loire*, of 48 guns, Captain Newman. She left *La Railleur*, 18 guns, Captain Turquand, to bring over a convoy for the Downs. Arrived a most beautiful cutter, of 16 guns, 120 tons, and 100 men, called *Le Valiant*, prize to the *Amethyst*, of 32 guns, and *La Nympe* 32. The *Doris* and *Alcmene* have sent into Falmouth the *Mercury* letter of marque, from Leghorn to London, with a valuable cargo of silks and bale goods. She had captured on her passage a French privateer of 12 guns; and having weakened her crew to man the privateer, two seamen on board the *Mercury* joined the French prisoners, and seized the ship from the Captain and crew; were proceeding to L'Orient, when fortunately the *Doris* and *Alcmene* heaving in sight, sent their boats aboard, and recaptured her. Arrived from the coast of France, *L'Impetueux*, 84 guns, Captain Sir E. Pellew, Bart. and the *Shannon* 44. Also from Torbay, with the loss of her rudder in the late gales at E. the *Gibraltar*, 84 guns, Captain Kelly. In going up the harbour she tailed on shore in Finesterre Bay, and hung astern, but the tide flowing she swung off without much damage. Arrived from a cruise, the *Telegraph*, 18 guns, Lieut. Corsellis.

PORTSMOUTH REPORT,

FROM FEBRUARY 3 TO FEBRUARY 22.

Feb. 3. This day a Court Martial was held on board his Majesty's ship *Gladiator*, in this harbour, for the trial of RICHARD PIERREPOINT, a seaman belonging to his Majesty's ship *Barfleur*, for desertion. He was found guilty, and sentenced to receive one hundred lashes, and to forfeit all his pay.

Same day a Court Martial was also held on board the same ship, for the trial of JOHN GRAY, a seaman belonging to his Majesty's ship *Syren*. He was also found guilty, and the same sentence inflicted upon him.

Arrived the *Arethusa*, from a cruise. Sailed the *Powerful*, of 74 guns, with a convoy for the eastward.

4. Sailed his Majesty's ships *St. Fiorenzo*, Captain Sir H. Neale; *Venus*, Captain Graves; *Topaze*, Captain Church; and *Endymion*, Captain Sir Thomas Williams, with troops for Ireland.

6. Arrived the *Mercury*, from a cruise, with the Egyptian French privateer mounting 16 brass guns and 70 men, which she captured last night at the back of the Isle of Wight. She sailed from Cherbourg the day before, and had not taken any thing. Also the *Sheerness*, with Spanish prisoners, from Plymouth. Sailed the *Champion* cutter, with dispatches for Captain Price, at Marcou. Also the *Stately*, Captain Scott, with troops for Ireland.

7. Arrived the *Ant* schooner, Lieutenant Alt, from a cruise. Also the *Woolwich*, *Spy*, and *Busy*, with a large convoy from the Downs; and the *Warrior*, from Torbay.

8. Arrived the *Juno*, of 36 guns, Captain Dundas, from the Downs. She is appointed to convoy the outward-bound West India fleet. Also the Grand Falconer cutter, Lieutenant Chilcott, from Marcou, with dispatches. This afternoon the following ships, under the command of Admiral Whitshed, went down to St. Helen's, viz. *Temeraire*, 98 guns, Admiral Whitshed, Captain Puget; *London*, 98, Captain Purvis; *Pompee*, 84, Captain Stirling; *Venerable* 74, Captain Sir G. W. Fairfax; *Ramilies*, 74, Captain Grindall; and *Montague*, 74, Captain Paterson.

13. Sailed his Majesty's ships *Melpomene*, *Magnanime*, and *Snake*, with the East India and African trade. Also the *Juno* and *Busy* with 150 sail of merchantmen under convoy, for the West Indies. The whole of these fleets are said to have consisted of 300 sail.

14. Sailed the *Beaver*, on a cruise.

15. Arrived the *Pallas* and *Druid*, from Guernsey.

17. Sailed the *Riga* Russian frigate, with troops, for Guernsey.

19. Sailed the *Champion* cutter, with dispatches, for Marcou. This day a Court Martial was held on board the *Gladiator*, in this harbour, on DUKK WILLIAMS, boatswain of his Majesty's ship *La Prudente*, for embezzlement. The charge being proved, he was sentenced by the Court to be dismissed his Majesty's service.

20. Sailed the *Niger* and *Ceres*, for Guernsey. Orders were also received for all the ships that were ready to sail immediately for Torbay; in consequence of which the following sailed, viz. *Temeraire*, of 98 guns, Admiral Whitshed; *London*, 98, Captain Purvis; *Pompee*, 84, Captain Stirling; *Venerable*, 74, Captain Sir G. W. Fairfax; *Hector*, 74, Captain Elphinstone; *Ramilies*, 74, Captain Grindall; and *Montague*, 74, Captain Knight.

21. Arrived the *Haerlem*, Captain Burlton, and *Stately*, Captain Scott, from Ireland; also the *Endymion*, Sir Thomas Williams, and *Amazon*, Captain Riou, with the *Trelawney*, from Liverpool for Leghorn laden with bale goods: she was taken about ten days since by *La Bourgonville* French privateer, of 18 guns, and retaken by the *Endymion*. The *Amazon* captured the privateer, which, it being very dark, the next night run on board the *Amazon*, and sunk. Although it was blowing a strong gale of wind, and the sea running very high, the vigilance, activity, and attention of Captain Riou and his officers saved all the officers and crew. Sailed for Torbay, the *Royal George*, Admiral Pole, and *Achilles*, of 74 guns, Captain Murray.

22. Arrived his Majesty's ship *Agincourt*, of 64 guns, Captain Bligh, last from Madeira; and the *Cynthia*, Captain Malbor, from Weymouth. Sailed the *Melampus*, of 36 guns, Captain Moore, for Cork, from whence he is to take a convoy to the West Indies; and the *Rose* cutter, Lieutenant W. R. Faulkner, for the coast of France. This day Admiral Berkeley arrived from town, and hoisted his flag on board the *Mars*, of 74 guns.

PROMOTIONS AND APPOINTMENTS.

Captain Knight is not superseded in the command of the *Montague* by Captain Paterson, as stated in our last; the latter was only appointed to act during the absence on leave of Captain Knight, who is returned, and resumed his former command.

Captain Yorke, of the *Stag*, is appointed to the *Jason*, a fine new frigate of 40 guns.

Captain Winthrop, of the *Circe*, succeeds Captain Yorke in the *Stag*.

Rodolphus Kent, Esq. Lieutenant and Adjutant of the Marines, is promoted to the rank of Captain.

P. Wellsford, Esq. is appointed Purser of his Majesty's ship *Princess Royal*; and W. Hillier, Esq. Purser of the *Ardent*, succeeds him in the *Pompee*.

Lieut. Norman, late of the *Cormorant*, is appointed to the *Arethusa*, 38 guns.

Lieut. E. Man, of the *Magnificent*, is appointed third Lieutenant of the *Ajax*.

F. Newcombe, Esq. one of the Lieutenants of the *Queen Charlotte*, is promoted to the rank of Master and Commander, and appointed to the *Thunderer* bomb.

Captain B. W. Page, late of the *Orpheus*, is appointed to the command of his Majesty's ship *Inflexible*, of 64 guns.

MARRIAGES.

Captain Seward, of the Navy, to Miss Eveleigh, daughter of Colonel Eveleigh, of the Royal Engineers.

At Kingston, William Johnstone, Esq. Purser of the *Gladiator*, to Miss Griffiths, daughter of Mr. Griffiths, of the Dock-yard, Portsmouth.

Captain T. G. Shortland, of his Majesty's Ship *Voltigeur*, son of Captain J. Shortland, commanding the *Sea Fencibles* at Hull, to Miss E. Tonkins, daughter of Peter Tonkins, Esq. Alderman of Plymouth.

Captain William Foote, of the Royal Navy, to Miss Hill of Upminster.

OBITUARY.

At Bath, Richard Ourry, Esq. a superannuated Rear-Admiral.

Lieutenant Barley Reynolds, of the *Ceres*, of an apoplexy, with which he was seized whilst playing at backgammon. He was universally esteemed and respected; and was most honourably attended to the grave by Captain Nicholas, and all the other officers, part of the ship's company, and the whole of the marines of the ship he belonged to.

At Kensington Palace, in the 16th year of his age, Mr. C. Wynward, late Midshipman in the *Triton* frigate.

A few days since at Woolwich, Mr. Bartlett, a superannuated carpenter, of the Royal Navy, aged 74. Although in perfect health, he, for some unaccountable reason, confined himself to his room for the last twenty-three years of his life. He wore nothing but a morning gown, never made use of fire or candle, nor read any books. He would suffer no person to intrude on his privacy (except the relations with whom he lived). He passed his hours in an uniform solitary state of indolence, never, by any means or contrivance, amusing his mind, or diverting his sullen misanthropy. He never cut his hair, or nails; nor shaved himself during the whole period of his retirement. His hair, from the want of combing, was matted together, and although it nearly reached the floor, was as hard as a board; his nails were about one inch longer than his fingers, curved like a parrot's beak. The account given by his friends is, that about twenty-three years since, he gave way to indolence; and in consequence of his melancholy desponding state, was superannuated. It was observed to him, "That neglecting to dress and keep himself clean, would hinder customers from coming to the shop." He answered, "He would not trouble them more." From that time he took to his room, and commenced the singular character above described.

Monday the 17th instant, at the Spring Garden Coffee-House, Admiral Macbride. He was made Post on June the 20th, 1765; a Rear-Admiral in 1793; a Vice-Admiral in 1794; and an Admiral in the last promotion. Nauticus Junior, in his *Naval Atalantis*, pays a due compliment to the memory of this excellent Officer. "Admiral Macbride; was a native of Ireland, and entered early into the Navy. When a Lieutenant he commanded one of his Majesty's cutters, stationed to cruise off the coast of France; and determined on the daring attempt of cutting some ships out of one of the French harbours. For this purpose, having previously caused the oars to be muffled, he with a chosen boat's crew actually rowed in and brought out three of the ships from under the very muzzles of the guns of the French batteries. When the Queen of Denmark was conducted from that kingdom, to a place allotted for her retirement in Hanover, Captain Macbride was the Officer made choice of for that service. He resolutely demanded from the guns of the Castle of Elsinour, that respect for the sister of his Sovereign, which the vile machinations of her enemies would have withheld."—Through the whole of the last and present war, this Officer sustained a distinguished character. Admiral Macbride brought in a bill to the House of Commons for the relief of the widows of Warrant Officers, which passed into a law; and did also his motion for restricting Captains in the Royal Navy, with respect to their holding Civil Appointments.

Captain Robert Manning of the Royal Navy, at Exmouth, Devon.
At his house in Broad-street, St. George's in the East, Captain Joseph Jackson, of the Navy.

The 14th, at Bath, Captain Charles Locke, of his Majesty's ship Inspector.





From a picture in the possession of Mr. Arthur Esq York Place London Squ

*The R.^t Hon^{ble}
 Rear Admiral
 Duke of*



*Lord. Nelson K.
 of the Red?
 Bronti. &c.*

BIOGRAPHICAL MEMOIR OF
THE RIGHT HONOURABLE
LORD NELSON OF THE NILE *, K. B.

My Son, though alone, is brave; OSCAR is like a beam of the Sky! Come ye dim ghosts of my Fathers, and behold my deeds in War: I may fall, but I will be renowned! Where the danger threatens I rejoice in the Storm!

OSSIAN.

IT would prove an essential benefit to the history of our own, or any other Country, and at the same time would form an invaluable legacy for those who come after us, if some official, or national institution were created, purposely to record the Biography of those contemporaries who have distinguished themselves in their respective professions. Had the lives of great men been at all times recorded in or near their own times, while the means of obtaining authentic documents existed, we should not at this period have to regret the many instances of their biography being so often imperfectly transmitted to posterity. Although the gallant exploits, and glorious death, of so great a man as Sir Edward Spragge, in Charles the Second's reign, procured his remains interment amid the British heroes in Westminster Abbey; yet neither tomb, monumental inscription, nor written testimony, indicate the place of his birth, the family whence he arose, nor the various services by which he attained preferment.

The distinguished subject of our present memoir, is the fourth son of the venerable Edward Nelson, rector of Burnham Thorpe †, in the county of Norfolk, now living; and Miss Catherine Suckling ‡, daughter of the Rev. Dr. Suckling, prebendary of Westminster. Horatio Nelson was born in the parsonage house of the said rectory, on the twenty-

* And of Burnham Thorpe, in the county of Norfolk—Duke of Bronti in Sicily, Rear-Admiral of the Red.—His father's family came from Hilborough, in the county of Norfolk.

† Not far from *Burnham*, at a small village called *Cock-Thorpe*, three distinguished characters in the Navy were born, viz. Sir John Narborough, Sir Cloudesley Shovel, and Sir Christopher Mimmms.

‡ Grand-daughter of the late Sir Charles Turner of Warham, by his lady the sister of Sir Robert Walpole.

ninth day of September, 1758. The High School at Norwich enjoys the honour of having instilled the first rudiments of education into his aspiring mind; whence he was afterwards removed to North Walsham. At an early period of life he imbibed from his father such principles of religion and morality as rarely forsook him, when surrounded with those scenes of vice and temptation to which youth launched into the extensive line of naval duty are peculiarly subject. His parent also inculcated the principles of real honour, with that reliance on an over-ruling Providence, which no succeeding peril has been able to remove.—The sons of Clergymen *, who at different periods have entered into the British Navy, and so conspicuously distinguished themselves in Naval achievements, have unceasingly displayed innumerable examples of heroism, and been consequently advanced to the highest honours a grateful Country could bestow.

On the appearance of hostilities with Spain, relative to the Falkland Islands, in the year 1770, Mr. H. Nelson left the school at North Walsham, and at twelve years of age was received on board the *Raisonable*, 64 guns, by his maternal uncle Captain Maurice Suckling †. The subject of

* The innumerable instances that have occurred during the last two hundred years would exceed the limits of our work; it may therefore be sufficient to cite the following.—SIR FRANCIS DRAKE, was the son of the Reverend Mr. Drake, vicar of Upmore.—SIR JOHN BERRY, who distinguished himself in the Dutch wars, during the reign of Charles the First, was son of the vicar of Knoweston and Molland, in Devonshire.—SIR PETER DENNIS was the son of the Reverend Jacob Dennis. Sir Peter having died without issue on the twelfth of June, 1778, with the true spirit of benevolence which actuated him through life, bequeathed the sum of 23,000*l.* after the death of his sister, to the corporation of the Sons of the Clergy, and for the relief of the necessitous orphans, and widows dependent on that charitable institution.—LORD DISCOUNT HOOD, and his brother Admiral LORD BRIDPORT, are sons of the late venerable rector of Thorncombe, Devonshire.

† This gallant officer commanded the *Dreadnought* in the West Indies during the month of October, 1757; when in concert with Captain Forrest of the *Augusta*, and Captain Langdon of the *Edinburgh*, they engaged off Cape François seven French Ships: three of which were of the line, with one of 50, two of 44, and two of 30 guns: the *Dreadnought* had thirty-nine men killed and wounded. In April, 1775, Captain Suckling succeeded Sir Hugh Palliser as Comptrolier of the Navy, the latter officer being at the same time advanced to a flag. In 1778 Captain Suckling was elected member for Portsmouth. He died in the month of July, 1778.

altercation between the Courts of London, and Madrid, being adjusted, and the Raisonable paid off, our young mariner was sent by his uncle on board a West India Ship belonging to the house of Hibbert, Purrier, and Horton, under the care of Mr. John Rathbone, who had formerly been in the King's service with Captain Suckling, in the Dreadnought. Having returned from this voyage, Mr. Nelson was received by his uncle on board the Triumph, then lying at Chatham, in the month of July, 1772.

His voyage to the West Indies, in the merchant service, had given our young mariner a practical knowledge of seamanship; but his mind had acquired, without any apparent cause, an entire horror of the Royal Navy. Captain Suckling beheld with anxiety the critical situation of his nephew; and was soon convinced from the sentiment which the latter appeared to indulge in, *Aft the most honour, but forward the better man!* that his too credulous mind had acquired a bias utterly foreign to his real character. The firmness of Captain Suckling, assisted with a thorough knowledge of the human heart, proved in this early season of life, of inestimable value to his inexperienced nephew: and though it was many weeks before his prejudices could be overcome, or that he could reconcile himself to the service on board a King's Ship; they at length, however, yielded to the influence of good example, and to those principles, which his worthy father had early and repeatedly enforced.

Captain Suckling at first attempted to recover the original bias of his nephew's mind, by working on the ambition, which in an eminent degree he possessed, of becoming a thorough bred seaman: a task that demanded considerable address. It was accordingly held out as a reward to the aspiring mariner, by his uncle, that if he attended well to his duty, he should be permitted to go in the Cutter, and decked longboat, which was attached to the Commanding Officer's Ship at Chatham: this operated on the mind of young Nelson as was expected; and the consequence resulting from it was, that

by degrees he became an excellent Pilot for vessels of that class, which sailed from Chatham to the Tower of London; and also down the Swin Channel, and to the North Foreland. In each subsequent trial of navigating difficult passages, or dangerous coasts, he thus became gradually sensible of his own ability; and created that confidence within himself which essentially forms and establishes the undaunted mind.

During the month of April in the year 1773, in consequence of an application to Lord Sandwich, from the Royal Society, a voyage of discovery towards the North Pole was undertaken by the Honourable Captain C. Phipps, afterwards Lord Mulgrave: its object was to ascertain how far navigation was practicable towards the North Pole, to advance the discovery of a north-west passage into the South Seas, and to make such other astronomical observations, as might prove serviceable to navigation. Lord Sandwich having laid the request of the Royal Society before the King, the Race-Horse, and Carcase bomb ketches were ordered to be fitted out: the command of the former was given to Captain Phipps, and that of the latter to Captain Lutwidge*. Although instructions were issued that no boys should be received on board, yet the enterprising mind of Horatio Nelson, rather than submit to be left behind, anxiously solicited to be appointed Coxswain to Captain Lutwidge; who, being struck with the unsubdued spirit which he displayed for so arduous an undertaking, was at length prevailed on to receive him in this capacity; and from that event a friendship commenced between these two Officers which has continued unabated to the present day. During the expedition Lord Mulgrave took particular notice of the youthful Coxswain, and formed that high opinion of his character, which his subsequent conduct has so justly merited. The two vessels, on the thirty-first of July, were in a most perilous situation off the Seven Islands†, from becoming

* Skeffington Lutwidge, Esq. now Vice-Admiral of the Red; commanding his Majesty's Ships and vessels in the Downs. A gallant officer, and a worthy man.

† A cluster of islands in the Northern Frozen Ocean, situated in lat. 80 deg. 14 min. N. and long. 18 deg. 48 min. E.

suddenly fast amid immense fields of ice. These islands, and north-east land, with the Frozen Sea, formed almost a bason, having but about four points open for the ice to drift out at in case of a change of wind. The passage by which the Ships had come in to the westward had closed, and a strong current set in to the east, by which they were carried still farther from their course. The labour of the whole Ship's company to cut away the ice proved ineffectual; their utmost efforts for an whole day could not move the Ships above three hundred yards: in this dreadful state they continued for near five days, during which Mr. Nelson, after much solicitation, obtained the command of a four oared cutter raised upon, with twelve men, constructed for the purpose of exploring channels, and breaking the ice: thus did his mind at this early period glow with fresh energy at the sight of danger.

As a proof of that cool intrepidity which our young mariner possessed even amid such dreary and foreboding scenes, the following anecdote is preserved by an officer who was present. In these high northern latitudes, the nights are generally clear: during one of them, notwithstanding the extreme bitterness of the cold, young Nelson was missing; every search that was instantly made in quest of him was in vain, and it was at length imagined he was lost: when lo! as the rays of the rising sun opened the distant horizon, to the great astonishment of his messmates, he was discerned at a considerable distance on the ice, armed with a single musket, in anxious pursuit of an immense bear. The lock of the musket being injured, the piece would not go off, and he had therefore pursued the animal in hopes of tiring him, and being at length able to effect his purpose with the butt end. On his return Captain Lutwidge reprimanded him for leaving the Ship without leave; and in a severe tone demanded what motive could possibly induce him to undertake so rash an action? the young hero with great simplicity replied, "*I wished, Sir! to get the skin for my Father.*"

On the tenth of August a brisk wind at north-north-east, wrought their deliverance from so dreadful a state : finding it impracticable to penetrate any further, they returned to the harbour of Smeerenberg *; having in the prosecution of their voyage reached 81 degrees, 36 minutes, north latitude; and between the latitudes of 79 degrees, 50 minutes, and 81 degrees, traversed 17 degrees and an half of longitude; that is from two degrees east, to 19 degrees, 30 minutes, east.

The vessels on their arrival in England being paid off, in the month of October 1773, Mr. Nelson hearing that a Squadron was fitting out for the East Indies, exerted his interest to be appointed to one of the Ships. He longed to explore the torrid, as well as the frigid zone; and nothing less than such a distant voyage could satisfy the ardour of his mind, and his thirst for maritime knowledge. He was soon placed in the *Sea-Horse*, of 20 guns, with that lamented veteran, the renowned Captain Farmer †. In this Ship Mr. Nelson was stationed to watch in the fore-top; whence, in time, he was placed on the Quarter Deck.

During the period Mr. Nelson served in the *Sea-Horse*, he visited almost every part of the East Indies from Bengal to Bussora. His continued ill health at length induced Sir Edward Hughes, who had always manifested to Mr. Nelson the utmost kindness, to send him to England in the *Dolphin*, of 20 guns, Captain James Pigot ‡. This officer's humane attention was instrumental in saving the life of a youth who afterwards rendered such essential service to his Country. The *Dolphin* being paid off at Woolwich on the twenty-fourth of September 1776, Mr. Nelson received, on the twenty-sixth of the same month, an order from Sir James

* On the coast of Spitzbergen, in lat. 79 deg. 44 min. N. and long. 11 deg. 43 min. E.—The variation of the compass here has been observed to be 19 deg. 53 min. W.

† Captain Farmer commanded the *Quebec* in 1779, when he so gallantly engaged a French frigate of superior force upwards of three hours, until at length his own Ship took fire; when refusing to quit his Ship, and being desperately wounded, the *Quebec* blew up with a dreadful explosion.

‡ Now a Vice-Admiral of the Red.

Douglas, then commanding at Portsmouth, to act as Lieutenant of the Worcester, 64 guns, Captain Mark Robinson *, who was under sailing orders for Gibraltar, with a convoy; and he was at sea with convoys until the second of April, 1777—most of the time in very boisterous weather.—Though Mr. Nelson had not yet attained his nineteenth year, Captain Robinson placed the greatest confidence in his skill and prudence; and was often heard to say that he felt equally easy during the night, when it was Nelson's watch, as when the oldest officer on board had charge of the Ship.

Mr. Nelson passed the professional ordeal as Lieutenant, on the eighth of April, 1777; and the next day received his commission as second of the Lowestoffe, 32 guns, Captain William Locker †; in this Ship he arrived at Jamaica; but finding that even a frigate was not sufficiently active for his glowing mind, he solicited an appointment to the command of a Schooner, tender to the Lowestoffe; and in this small vessel eagerly availed himself of the opportunity of becoming a complete pilot for all the intricate passages through the Keys (Islands) situated on the northern side of Hispaniola. During Mr. Nelson's continuance in the Lowestoffe, as Second Lieutenant, a circumstance occurred; which, as it strongly presaged his character, and conveys no invidious reflection on the Officer to whom it alludes, deserves to be here recorded.

In a strong gale of wind, and an heavy sea, the Lowestoffe captured an American letter of marque. The Captain ordered the First Lieutenant to board her, which he accordingly

* Captain Mark Robinson was a meritorious and distinguished officer.—He led the rear division of the Fleet in Admiral Keppel's action of the twenty-seventh of July, 1778.—In Admiral Graves's action off the Chesapeake, the fifth of September, 1781, the Shrewsbury, which he commanded, was the Ship that led into action, and suffered more on that day, than any other in the line—fourteen of the crew were killed, and fifty two wounded; Captain Robinson was among the latter, and lost his leg early in the action: he never served afterwards, and was put on the list of superannuated Rear-Admirals.

† The present Lieutenant-Governor of Greenwich Hospital; who possesses a mind richly stored with valuable naval anecdote, and an extensive professional knowledge.

attempted, but was not able to effect, owing to the tremendous sea running. On his return to the Ship, Captain Locker exclaimed, *Have I then no officer who can board the prize ?* On hearing this the Master immediately ran to the gang-way in order to jump into the boat ; when Lieutenant Nelson suddenly stopped him saying, *It is my turn now ; if I come back, it will be yours.* Hence we perceive the indications of that intrepid spirit which no danger could ever dismay or appal ; and also an early propensity for deeds of hardy enterprise. In the subsequent events of his glorious life, which we trust for the sake of his Country will continue many years, the reader will observe with pleasure, that whatever perils or difficulties Horatio Nelson had to encounter, they only called forth a greater energy of mind to surmount them :

Soon after the arrival of Rear-Admiral Sir Peter Parker at Jamaica, in the year 1778, he appointed Lieutenant Nelson third of the Bristol, his Flag Ship ; from which, by rotation, he became the first ; and under Sir Peter Parker's flag in the Bristol concluded his services in the rank of a Lieutenant. On the eighth of December, during the above year, he was appointed on that station Commander of the Badger brig ; in which he was soon ordered to protect the Mosquito Shore, and the Bay of Honduras, from the depredations of American privateers. Whilst on this service he so completely gained the grateful respect of the settlers, that they unanimously voted him their thanks ; and sensibly expressed their regret when he quitted the station. Whilst Captain Nelson commanded the Badger, his Majesty's Ship Glasgow, Captain Thomas Lloyd, came into Montego Bay, Jamaica, where the former was at that time lying at anchor ; in about two hours after her arrival, the Glasgow took fire from a cask of rum : by the unceasing exertions and presence of mind of Captain Nelson, the whole crew were saved from the flames.

Captain Nelson obtained his Post rank on the eleventh of June, 1779 ; and, during the nine years he had been in the service, had by keen observation, and incessant application to every part of his duty, not only become an able officer, but

had also laid the foundation of being a most able pilot. To attain this was from the first his constant ambition. Nature had given him an uncommon quickness of perception, with a ready fund of resource : nor did he suffer talents of so much value to be bestowed in vain.—The first Ship to which Captain Nelson was appointed, after his advance to Post rank, was the *Hinchinbroke*. On the arrival of Count D'Estaing at Hispaniola, with a numerous fleet, and army, from Martinico, an attack on Jamaica was immediately expected : in this critical situation of the island, Captain Nelson was entrusted, both by the Admiral and General, with the command of the batteries at Port Royal. This was deemed the most important post in Jamaica, as being the key to the naval force of the town of Kingston, and to the seat of government at Spanish Town.—During the month of January, 1780, an expedition being resolved on for the reduction of Fort Juan *, on the River St. John, in the Gulph of Mexico, Capt. Nelson was appointed to command the Naval department, and Major Polson the military : in effecting this arduous service, Captain Nelson displayed his usual intrepidity : he quitted his Ship, and superintended the transporting of the troops in boats one hundred miles up a river, which none but Spaniards, since the time of the Buccaneers, had ever navigated. Major Polson bore ample testimony to General Dalling of his brave colleague's exertions, as well as gallantry, in this service ; who after storming an outpost of the enemy, situated on an island in the river, constructed batteries, and fought the Spaniards with their own guns : to Captain Nelson's conduct the principal cause of our success in reducing Fort Juan was ascribed ; in which were found one brass mortar of five inches and an half, twenty pieces of brass ordnance mounted, besides swivels, ten or twelve iron ditto, dismounted, with a proportionable quantity of military stores.

From the extreme fatigue Captain Nelson endured on this expedition, his health became visibly impaired ; being soon

* Fort Juan, on the River St. John, leads to the rich and opulent city of Granada, on the Lake Nicaragua.

afterwards appointed to the *Janus*, 44 guns, at Jamaica, he took his passage thither in the *Victor* sloop to join his Ship. On his arrival, Sir Peter Parker kindly prevailed upon him to live at his Penn., where Captain Nelson received every attention and medical assistance: but his state of health was so rapidly declining, that he was obliged to return to England in his Majesty's Ship *Lion*, commanded by the Honourable William Cornwallis; through whose care, and attention, his life was again preserved *.

In the month of August, 1781, Captain Nelson was appointed to the command of the *Albemarle*; when his delicate constitution underwent a severe trial, by being kept the whole of the ensuing winter in the North Seas. In April, 1781, he sailed with a convoy for Newfoundland, and Quebec, under the orders of Captain Thomas Pringle: during a cruise off Boston, he was chased by three Ships of the line, and the *Iris* frigate: as they all beat him in sailing, and were coming up very fast, he had no chance left, but to trust to Providence, and his own experience in pilotage, by running his Ship amongst the shoals of St. George's Bank. This had the desired effect, as it alarmed the line of battle Ships, who in consequence quitted the pursuit; the frigate, however, persevered in the chase: and at sun-set, having approached within little more than gun-shot, Captain Nelson ordered the main-top-sail of his little frigate to be laid to the mast †, when the enemy immediately tacked, and stood to rejoin her consorts.

Captain Nelson sailed from Quebec, with a convoy to New York, in the month of October 1782; at which place he joined the fleet under the command of Sir Samuel Hood; and in November sailed with him to the West Indies, where he continued actively employed until the Peace. Captain Nelson was soon afterwards ordered to England;

* He was eleven weeks at Bath, after his return, before he recovered the use of his limbs.

† In other words *bringing to*, for the purpose of giving battle to an approaching enemy.

being directed in his way to attend his Royal Highness Prince William Henry on his visit to the Havannah. At his arrival in England, the Albemarle was paid off at Portsmouth, July the thirty-first, 1783.—During the autumn of this year, Captain Nelson went to France, where he continued until the spring of the year 1784; when he was appointed to the command of the Boreas frigate, 28 guns, and was ordered to the Leeward Islands.

This station opened a new scene to the officers of the British Navy. The Americans, when Colonists, possessed almost the whole of the trade from America to our West India Islands; but on the return of peace, they forgot that they were then to be considered as having no more privileges in this trade than foreigners. The governors and custom-house officers, however, pretended that by the Navigation Act the Americans had a right to trade; consequently all the West Indians favoured the same opinion, as tending so greatly to their interest. Captain Nelson considered the subject in a different point of view; and was not to be dismayed whilst enforcing the maritime laws of his Country, as the executive Officer on that station: he therefore, with firmness, intimated to the Governors and Officers of his Majesty's Customs, as well as the Americans, what he conscientiously imagined to be his duty; and in a few days afterwards seized several of the American vessels that were found under the above predicament. This brought the odium and animadversion of all parties upon him; and he in consequence became so persecuted an officer from one island to another, that he could not venture to leave his Ship. Conscious rectitude, however, supported his great mind on this trying occasion; and when the business came to be investigated at home, he had the happiness to be supported by Government. An act of parliament has since confirmed the correctness of Captain Nelson's proceedings; as a Captain of a man of war is in duty bound to support the maritime laws of his Country by virtue of his admiralty-commission alone, without taking upon himself the official duty of a custom-house officer.

From the month of July (1786) until that of June, in the following year, Captain Nelson continued with the command at the Leeward Islands; when at length he sailed for England: during the preceding winter, Prince William Henry visited this station in the Pegasus frigate, to which his Royal Highness had been appointed Captain. The conduct of Captain Nelson, as Commanding Officer, gained him the esteem and friendship of the young Prince, which has since increased with advancing years.—In the month of March, 1787, Captain Nelson married the truly amiable FRANCES HERBERT NESBIT *, widow of Doctor Nesbit, of the island of Nevis, daughter of William Herbert, Esq. Senior Judge, and niece to Mr. Herbert, President of that Island: the bride was given away by Prince William Henry.

The Boreas frigate being paid off at Sheerness on the thirtieth of November, 1787, Captain Nelson retired, to enjoy the consolation of domestic happiness, at the parsonage-house of Burnham Thorpe, which his father gave him for a place of residence: where, imitating Xenophon in the arrangement of his little farm at SCILLUS, Captain Nelson passed the interval of peace in rural occupation and solitude. From the age of twelve years to the time occupied at this retreat, no period occurs in the life of Horatio Nelson, for the mind to pause; all previous to this, and since that period, has been a continued succession of events arising from professional duties, amid a complication of peril, and unprecedented emergencies. He now enjoyed the opportunity of strengthening, by frequent reflection, the experience he had obtained; combining the various ideas which a quick, yet sound observation had collected; and improving that knowledge of himself, and of human nature, so essential to those, who are called on by their Country to command with firmness, and to obey without a murmur: like the celebrated

* This lady had a son by her first marriage, who has been advanced to Post rank, with the command of the *Italia*, 36 guns. He served under his father-in-law with credit during the whole of the present war.

Roman * who retired into the Country to enjoy its calm repose, Captain Nelson might declare, that he *had been many years on earth, but had lived only four for himself.*

In the year 1790, during the Spanish armament occasioned by the dispute † relative to Nootka Sound, Captain Nelson left his retirement to offer his services ? but his endeavours to get employed were ineffectual.—On the thirtieth of January, 1793, a day ever to be remembered in our annals, and which the page of Naval history will now mark with more peculiar regard, this distinguished character again came forward to appear with new lustre, and to arrest the progress of anarchy. He was appointed to the *Agamemnon* ‡, 64 guns, in a manner the most grateful to those feelings, which had been hurt at the inefficacy of his former application ; and was soon placed under the orders of that great man and excellent officer Lord Hood ; then appointed to command in the Mediterranean.

The unbounded confidence which the noble Admiral always reposed in Captain Nelson, manifests the high opinion which Lord Hood then entertained of his courage and ability to execute the arduous Services with which he was entrusted : if batteries were to be attacked ; if Ships were to be cut out of their harbours ; if the hazardous landing of troops was to be effected, or difficult passages to be explored ; we invariably find Horatio Nelson foremost on each occasion, with his brave Officers, and his gallant Crew of the *Agamemnon* §. It was well observed in the Mediterranean at this time, that before Captain Nelson quitted his old ship, he had not only

* SIMILIS, under Trajan.

† For particulars of this dispute, and the base and cruel behaviour of the Spaniards, vid. *Nav. Chronicle*, Vol. II. page 409.

‡ During the time Captain Nelson had the command of the *Agamemnon*, and previous to the commencement of hostilities with Spain, he put into Cadiz to water ; and, on beholding the Spanish fleet, exclaimed, *These Ships are certainly the finest in the world: thank God ! the Spaniards cannot build men !*

§ The greater part of the *Agamemnon*'s crew were raised in the neighbourhood of Burnham Thorpe.

fairly worn her out *, but had also exhausted himself, and his Ship's company. From habits of active service, however, his originally delicate constitution continued to support great fatigue ; though his strength was visibly impaired previous to Lord Hood's coming to England.

At Toulon, and the celebrated victories achieved at Bastia and Calvi, Lord Hood bore ample testimony† to the skill, and unremitting exertions of Captain Nelson : during the memorable siege of Bastia, he superintended the disembarkation of troops and stores ; and commanded a brigade of seamen, who served on shore at the batteries, having Captains Hunt, Sericold, and Bullen under his orders ; in the execution of which duty, Captain Nelson gave eminent, and repeated proofs, both of skill as a Commander, and of personal intrepidity.

At the siege of Calvi (July and August 1794) he also distinguished himself in a conspicuous manner, when commanding an advanced battery of seamen on shore ; and Lord Hood, on that ‡ occasion, as on every other, gave him a just tribute of applause. It was at this siege that Captain Nelson lost the sight of his right eye, by a shot from the enemy's battery striking the upper part of that which he commanded ; and driving, with prodigious force, some particles of sand against his face

The following letter, which he received, during the siege of Calvi, from Lord Hood, inclosing the resolutions of the two

* When the *AGAMEMNON* came into Dock to be refitted, at the beginning of October, 1796, there was not a mast, yard, sail, nor any part of the rigging, but was obliged to be repaired—the whole being so cut to pieces with shot : her hull had long been kept together by cables served round.

† Vol. II. pages 42, 43, 304.

‡ Lord Hood, in his official letter, says, "The journal I herewith transmit from Captain Nelson, who had the command of the seamen, will shew the daily occurrences of the siege; and whose unremitting zeal and exertion I cannot sufficiently applaud, or that of Captain Hallowell, who took it by turns to command in the advanced batteries twenty-four hours at a time ; and I flatter myself they, as well as the other officers and seamen, will have full justice done them by the General: it is therefore unnecessary for me to say more upon the subject."

Houses of Parliament was highly flattering to Captain Nelson's feelings, and shews the estimation in which his services were then held :

“ SIR,

Victory, off Calvi, Aug. 8, 1794.

“ Having received his Majesty's commands, to communicate to the respective Officers, Seamen, Marines, and Soldiers, who have been employed in the different operations which have been successfully carried on against the enemy in Corsica, a resolution of the two Houses of Parliament ; which I have the honour herewith to inclose ; and desire you will make known to all in the *Agamemnon*, and such other Officers and Seamen, as are with you, and were employed at Bastia, the sense that is entertained of their spirited and meritorious conduct.’

Lord Hood having left the Mediterranean in the month of October, 1794 ; Admiral (now Lord) Hotham, on whom the command devolved, honoured Captain Nelson with equal confidence : he again distinguished himself in the actions with the French fleet of the thirteenth and fourteenth of March, and also on the thirteenth of July, 1795. Captain Nelson was afterwards appointed by Admiral Hotham to co-operate with the Austrian General, De Vins, at Vado Bay, on the coast of Genoa ; in which service he continued during the whole time Admiral Hotham retained the command, until the month of November ; when the latter was superseded by SIR JOHN JERVIS.—In April, 1796, the Commander in Chief so much approved of Captain Nelson's conduct, that he was directed to wear a distinguishing pendant ; and in May he was removed from his old and favourite Ship the *AGAMEMNON*, to the Captain, 74 guns ; after having buffeted the former about, in every kind of service, during three years and an half : on the eleventh of August a Captain was appointed under him.

From the month of April until October, 1795, Commodore Nelson was constantly employed in the most arduous service, viz. the blockade of Leghorn, the taking of Port Ferrajo, with the Island of Caprea ; and lastly in the evacuation of Bastia : whence having convoyed the troops in safety to Porto Ferrajo, he joined the Admiral in St. Fiorenzo Bay, and proceeded with him to Gibraltar.

During the month of December, 1796, Commodore Nelson hoisted his broad pendant on board *La Minerve* frigate, Captain George Cockburne, and was dispatched with that Ship, and *La Blanche*, to Porto Ferrajo, to bring the Naval stores left there to Gibraltar; which the fleet at that time much wanted. On the passage thither, in the night of the nineteenth of December, 1796, the Commodore fell in with two Spanish frigates; he immediately attacked the Ship which carried the poop-light, and directed the *Blanche* to bear down to engage the other: at forty minutes past ten at night, the Commodore brought his Ship to close action, which continued, without intermission, until half past one; when *La Sabina**, of 40 guns, 28 eighteen-pounders on her main deck, and 286 men, commanded by Captain Don Jacobo Stuart, struck to *La Minerve*. Captain Preston in *La Blanche* silenced the ship he had engaged, but could not effect possession, owing to three more ships heaving in sight.

Commodore Nelson's Letter to Sir John Jervis, respecting the above Action, dated December the twentieth, 1796, may be considered as a noble example of that generous and modest spirit, which pervades the minds of great men: he assumes no merit to himself, but gives the whole to Captain Cockburne, his Officers, and crew.

—"You are, Sir, so thoroughly acquainted with the merits of Captain Cockburne, that it is needless for me to express them: but the discipline of *La Minerve* does the highest credit to her Captain, and Lieutenants, and I wish fully to express the sense I have of their judgment and gallantry. Lieutenant Culverhouse, the First Lieutenant, is an old officer of very distinguished merit; Lieutenants Hardy†, Gage, and Noble, deserve every praise which gallantry, and zeal, justly entitle them to; as does every other officer, and man in the Ship."

* *La Sabina* had one hundred and sixty-four men killed, and wounded: she lost her mizen mast during the Action, with the main, and fore-masts. *La Minerve* had seven killed, and thirty-four wounded; all her masts were shot through, and her rigging much cut.

† This same excellent officer commanded the Mutine brig, on the first of August, 1798—and was afterwards Captain of the Vanguard.

“ You will observe, Sir, I am sure with regret, amongst the wounded, Lieutenant James Noble, who quitted the CAPTAIN to serve with me ; and whose merits, and repeated wounds received in fighting the enemies of our country, entitle him to every reward a grateful nation can bestow.”

On the twenty-ninth of January, 1797, Commodore Nelson sailed in *La Minerve*, from Porto Ferrajo, on his return to join Sir John Jervis ; having on board Sir Gilbert Elliot (now Lord Minto), late Viceroy of Corsica, with Lieutenant Colonel Drinkwater, and others of Sir G. Elliot’s suite ; after reconnoitring the principal ports of the enemy in the Mediterranean, the Commodore arrived at Gibraltar a few days after the Spanish fleet had passed through the Straits from Carthagenæ. Impatient to join Sir John Jervis, the Commodore remained only one day at Gibraltar ; and on the eleventh of February, in proceeding thence to the westward to the place of rendezvous, he was chased by two Spanish line of battle ships, and fell in with their whole fleet off the mouth of the Straits. The Commodore fortunately effected his escape, and joined the Admiral off Cape St. Vincent, on the thirteenth of February ; just in time to communicate intelligence relative to the force, and state of the Spanish fleet ; and to shift his pendant on board his former ship the *Captain*, 74 guns, Ralph W. Miller, Esq. Commander.

Commodore Nelson had not removed from *La Minerve*, to the *Captain*, many minutes, when, on the evening of the same day, the signal was thrown out for the British fleet to prepare for action ; the Ships were also directed to keep in close order during the night.

As the Gazette Letters afford but an imperfect idea of the exploits of Commodore Nelson on this memorable day ; we shall, in addition to the valuable manuscript already* published, refer to such documents as throw considerable light on his brilliant achievements of the fourteenth of February.

* Vol. II. page 500. *Remarks relative to myself in the Captain.*

An officer * who was on board the *Lively* repeating frigate, commanded by Lord Viscount Garlies, has since published a letter to a friend, which was originally intended for a private circle: this gentleman had an opportunity of observing the manœuvres of both fleets; and by comparing his own minutes afterwards, with those of others, and conversing with the principal characters, he has been enabled to give the public, a most correct and interesting account of this glorious Action; which is illustrated with eight plans, shewing the different positions of the two fleets.

When Sir John Jervis on the fourteenth of February had accomplished his bold intention of breaking the Enemy's Line, the Spanish Admiral, who had been separated to windward with his main body, consisting of eighteen Ships of the line, from nine Ships that were cut off to leeward, appeared to make a movement, as if with a view to join the latter. This design was completely frustrated by the timely opposition of Commodore Nelson, whose station in the rear of the British line afforded him an opportunity of observing this manœuvre: his Ship, the Captain, had no sooner passed the rear of the enemy's Ships that were to windward, than he ordered her to wear, and stood on the other tack towards the enemy.

In executing this bold, and decisive Manœuvre, the Commodore reached the sixth Ship from the enemy's rear, which bore the Spanish Admiral's flag, the *SANTISSIMA TRINIDAD*, of 136 guns; a Ship of four decks, reported to be the largest in the world. Notwithstanding the inequality of force, the Commodore instantly engaged this colossal opponent; and for a considerable time had to contend not only with her, but with her seconds ahead and astern, each of three decks. While he maintained this unequal combat, which was viewed with admiration, mixed with anxiety, his friends were flying to his support: the enemy's attention was soon directed to the *Culoden*, Captain Troubridge, and in a short time after to the *Blenheim*, of 90 guns, Captain Frederick, who opportunely came to his assistance.

* Lieutenant Colonel Drinkwater, who was Secretary at War at Corsica, author of the *Journal of the Siege of Gibraltar*. Having accompanied Sir Gilbert Elliot on his passage to England in *La Minerve*, from Porto Ferrajo to Cape St. Vincent, they were afterwards removed into the *Lively*; and through Sir G. Elliot's particular solicitation the Frigate was allowed to wait the result of the Action. This interesting narrative is published by Johnson, St. Paul's Church-yard.

The intrepid conduct of the Commodore staggered the Spanish Admiral, who already appeared to waver in pursuing his intention of joining the Ships cut off by the British fleet; when the Culloden's timely arrival, and Captain Troubridge's spirited support of the Commodore, together with the approach of the Blenheim, followed by Rear-Admiral Parker, with the Prince George, Orion, Irresistible, and Diadem, not far distant, determined the Spanish Admiral to change his design altogether, and to throw out the signal for the Ships of his main body to haul their wind, and make sail on the larboard tack.

Not a moment was lost in improving the advantage now apparent in favour of the British squadron: as the Ships of Rear-Admiral Parker's division approached the enemy's Ships, in support of the Captain (Commodore Nelson's Ship) and her gallant seconds, the Blenheim and Culloden, the cannonade became more animated and impressive. In this manner did Commodore Nelson engage a Spanish Three Decker, until he had nearly expended all the ammunition in his Ship; which had suffered the loss of her fore-top mast, and received such considerable damage in her sails and rigging, that she was almost rendered *hors du combat*. At this critical period, the Spanish Three Decker having lost her mizen-mast, fell on board a Spanish two decker, of 84 guns, that was her second: this latter Ship consequently now became the Commodore's opponent, and a most vigorous fire was kept up for some time, by both ships, within pistol-shot.

It was now that the Commodore's Ship lost many men, and that the damages already sustained, through the long and arduous conflict which she had maintained, appearing to render a continuance of the contest in the usual way precarious, or perhaps impossible. At this critical moment, the Commodore, from a sudden impulse, instantly resolved on a bold and decisive measure; and determined, whatever might be the event, to attempt his opponent sword in hand:—the boarders were summoned, and orders given to lay his Ship on board the enemy.

Fortune favours the brave! nor on this occasion was she unmindful of her favourite. Ralph Willett Miller*, the Commodore's Captain, so judiciously directed the course of his ship, that he laid her aboard the starboard quarter of the Spanish eighty-four:—her spritsail-yard passing over the enemy's poop, and hooking in her mizen shrouds: when the word to board being given, the officers and seamen, destined

* This gallant officer afterwards lost his life in the *Theseus*, under Sir Sidney Smith, by the explosion of some shells on the quarter-deck. He was in the battle off the Nile, where he gained great honour.—Vid. Nav. Chronicle, Vol. II. page 580.

for this perilous duty, headed by Lieutenant Berry *, together with the detachment of the sixty-ninth regiment, commanded by Lieutenant Pearson, then doing duty as marines on board the Captain, passed with rapidity on board the enemy's Ship; and in a short time the San Nicholas was in the possession of her intrepid assailants. The Commodore's ardour would not permit him to remain an inactive spectator of this scene. He was aware the attempt was hazardous; and he thought his presence might animate his brave companions, and contribute to the success of this bold enterprise: he therefore, as if by magic impulse, accompanied the party in this attack; passing from the fore-chains of his own Ship, into the enemy's quarter gallery, and thence through the cabin to the quarter-deck, where he arrived in time to receive the sword † of the dying Commander, who had been mortally wounded by the boarders.

He had not been long employed in taking the necessary measures to secure this hard earned conquest, when he found himself engaged in a more arduous task. The Stern of the Three Decker, his former opponent, was placed directly amidstips of the weather-beam of the prize, San Nicolas; and, from her poop and galleries, the enemy sorely annoyed with musquetry the British, who had boarded the San Nicolas. The Commodore was not long in resolving on the conduct to be adopted upon this momentous occasion; the two alternatives that presented themselves to his unshaken mind, were to quit the Prize, or instantly board the Three Decker. Confident in the bravery of his seamen, he determined on the latter. Directing therefore an additional number of men to be sent from the Captain on board the San Nicholas, the undaunted Commodore, whom no danger ever appalled, headed himself the assailants in this new attack; exclaiming, WESTMINSTER ABBEY! OR GLORIOUS VICTORY!

Success in a few minutes, and with little loss, crowned the enterprise. Such indeed was the panic occasioned by his preceding conduct, that the British no sooner appeared on the quarter-deck of their new opponent, than the Commandant advanced; and asking for the BRITISH COMMANDING OFFICER, dropped on one knee, and presented his sword; apologizing at the same time for the Spanish Admiral's not appearing, as he was dangerously wounded. For a moment Commodore Nelson could scarcely persuade himself of this second instance of good fortune: he therefore ordered the Spanish Commandant, who had the rank of a Brigadier, to assemble the officers on the quarter-deck, and direct means to be taken instantly for

* Now Sir Edward Berry; Lord Nelson's Captain in the Vanguard in the battle off the Nile.

† This sword the Commodore afterwards presented to the city of Norwich.

communicating to the crew the surrender of the Ship. All the Officers immediately appeared; and the Commodore had the surrender of the San Josef duly confirmed, by each of them delivering his sword.

The Coxswain of the Commodore's barge (John Sykes, since dead) had attended close by his side throughout this perilous attempt. To him the Commodore gave in charge the swords of the Spanish Officers, as he received them; and the undaunted Tar, as they were delivered to him, tucked these honourable Trophies under his arm, with all the coolness imaginable. It was at this moment also, that a British sailor, who had long fought under the Commodore, came up in the fullness of his heart, and excusing the liberty he was taking, asked to shake him by the hand, to congratulate him upon seeing him safe on the quarter deck of a Spanish Three Decker.

This new Conquest had scarcely submitted, and the Commodore returned on board the San Nicholas, when the latter Ship was discovered to be on fire in two places. At the first moment appearances were alarming; but the presence of mind, and resources of the Commodore and his Officers, in this emergency, soon got the fire under.

A signal was immediately made by the CAPTAIN for boats to assist in disentangling her from the two prizes; and as she was incapable of further service until refitted, the Commodore again hoisted his pendant for the moment, on board *La Minerve* frigate; and in the evening shifted it to the *Irresistible*, Captain Martin, but as soon as the Captain was refitted, he re-hoisted his pendant on board the latter Ship.

For such distinguished gallantry on the fourteenth of February, he received the insignia of the Bath, and the gold medal, from his Sovereign; and was also presented with the freedom of the city of London in a gold box.

In the month of April, 1797, Sir Horatio Nelson hoisted his flag, as Rear-Admiral of the Blue, and was detached to bring down the garrison of Porto Ferrajo. On the twenty-seventh of May, he shifted his flag from the Captain, to the *Theseus*, and was appointed to the command of the inner squadron at the blockade of Cadiz. During this service his personal courage, if possible, was more conspicuous than at any other period of his former services. In the attack on the Spanish gun-boats (July the third, 1797) he was boarded in his barge, with only its usual complement of ten men, and the coxswain, accompanied by Captain Freemantle.

The Commander of the Spanish gun-boats, Don Miguel Tyrason, in a barge rowed by *twenty-six oars, having thirty men, including officers*, made a most desperate effort to overpower Sir Horatio Nelson, and his brave companions. The conflict was long, and doubtful, they fought hand to hand with their swords: his faithful coxswain JOHN SYKES was wounded in defending the Admiral; and twice saved his life, by parrying several blows that were aimed at him, and mortally wounding his adversaries. Eighteen of the Spaniards being killed, the Commandant and all the rest wounded, the Rear-Admiral, with his gallant barge's crew, succeeded in carrying this superior force.

Sir John Jervis, in his letter to the Admiralty, dated the fifth of July, 1797, says,

“ The Rear-Admiral, who is always present in the most arduous enterprises, with the assistance of some other barges, boarded and carried two of the enemy's gun-boats, and a barge launch belonging to one of their Ships of war, with the Commandant of the flotilla.— *Rear Admiral Nelson's actions speak for themselves; any praise of mine would fall very short of his merit!* ”

During the night of the fifth of July, Sir Horatio Nelson ordered a second bombardment of Cadiz; which produced considerable effect on the town, and among the shipping.

On the fifteenth of July he was detached with a small squadron*, to make a vigorous attack on the town of SANTA CRUZ, in the island of Teneriffe. The Rear-Admiral, on his arrival before the town, lost no time in directing a thousand men, including marines, to be prepared for landing from the Ships, under the direction of the brave Captain Troubridge† of his Majesty's ship Culloden, and Captains Hood, Thomson, Freemantle, Bowen, Miller, and Waller, who very handsomely volunteered their services. The boats of the Squadron were accordingly manned, and the landing was effected in the course of a dark night. The

* Consisting of the Theseus, Culloden, Zealous, Seahorse, Emerald, Terpsichore, and Fox cutter:—the Leander afterwards joined.

† Since created, for his distinguished services, a Baronet.

party were in full possession of the town of Santa Cruz for about seven hours. Finding it impracticable to storm the citadel, they prepared for their retreat, which the Spaniards allowed them to do unmolested, agreeable to the stipulations made with Captain Troubridge.—Although this enterprise did not succeed, his Majesty's arms acquired by the attempt a great degree of lustre; and as the Rear Admiral himself handsomely expresses it in his letter to Earl St. Vincent, *more daring intrepidity never was shewn, than by the Captains, Officers, and men, he had the honour to command.*—Sir Horatio Nelson in this attack lost his right arm by a cannon shot *; and no less than two hundred and forty six gallant officers, marines, and seamen, were killed, wounded, and drowned.

The life of Sir Horatio Nelson was providentially saved by Lieut. Nisbet, his son-in-law, on this disastrous night. The Admiral received his wound soon after the detachment had landed, and while they were pressing on with the usual ardour of British seamen, the shock caused him to fall to the ground, where for some minutes he was left to himself; until Mr. Nisbet missing him, had the presence of mind to return; when after some search in the dark, he at length found his brave father-in-law weltering in his blood on the ground, with his arm shattered, and himself apparently lifeless. Lieutenant Nisbet having immediately applied his neck handkerchief as a tourniquet to the Admiral's arm, carried him on his back to the beach; where, with the assistance of some sailors, he conveyed him into one of the boats, and put off to the Theseus, under a tremendous, though ill-directed fire from the enemy's battery.

The next day after the Rear-Admiral had lost his arm, he wrote to Lady Nelson; and in narrating the foregoing transactions, says, "I know it will add much to your pleasure, in finding that your son Josiah, under God's providence, was instrumental in saving my life."

* The same night at ten o'clock the Admiral's arm was amputated on board the Theseus; he immediately after began his official letter, and finished it by eleven.

The painful operation of amputating the arm, being performed on board, in the night, by some mistake in taking up the arteries, the Rear-Admiral afterwards suffered the most excruciating pains, and was obliged to come to England for advice.

It was the thirteenth of December before the Surgeons, who attended him, pronounced him fit for service.—On Sir Horatio Nelson's first appearance at Court, his Sovereign received him in the most gracious and tender manner; and when, with deep sensibility of condolence, the King expressed his sorrow at the loss the noble Admiral had sustained, and at his impaired state of health, which might deprive the Country of his future services; Sir Horatio replied with dignified emphasis—“*May it please your Majesty, I can never think that a loss which the performance of my duty has occasioned; and so long as I have a foot to stand on, I will combat for my King and Country!*”

Previous to the issuing of a grant, which secured to this gallant Officer some public remuneration for the hardships he had endured, a positive custom required that a memorial* of service should be drawn up: one more brilliant never met the eye of the Sovereign of a brave nation. Sir Horatio had actually been engaged against the enemy upwards of ONE HUNDRED AND TWENTY TIMES!—and during the present war had assisted at the capture of seven sail of the line, six frigates, four corvettes, and eleven privateers of different sizes; and taken, or destroyed, near fifty sail of merchant vessels.

On the nineteenth of December, 1797, the Ship that was intended for Sir Horatio Nelson's flag not being ready, the Vanguard was for this purpose commissioned. On the first of April, 1798, he sailed with a convoy from Spithead; but at the back of the Isle of Wight, the wind coming to the westward, he was forced to return to St. Helen's. On the ninth, he again sailed, with a convoy to Lisbon; and on the twenty-ninth of April, joined Earl St. Vincent, off Cadiz.

On the thirtieth of April, the day following, Sir Horatio Nelson was detached from Earl St. Vincent*, with the Vanguard †, Orion, and Alexander, of 74 guns each, the Emerald and Terpsichore frigates, and La Bonne Citoyenne sloop of war; and was afterwards joined by the brave Captain Troubridge of the Culloden, with ten sail of the line.

The subsequent actions of this great man's life, are traced in such indelible characters on the hearts of Britons, that they need little from his biographer but the grateful tribute of admiration and respect. The interesting Narrative of the proceedings of his Majesty's squadron under the gallant Admiral, from its first leaving Gibraltar to the conclusion of the glorious victory of the Nile, August the first, 1798, has been already inserted from the minutes of an officer of rank, who was present. To this some brief observations shall be added; with a correct detail of events subsequent to that glorious and ever-memorable day.

By my hopes—

This present Enterprise set off his head!

I do not think a braver gentleman;

More active, valiant, or more valiant young;

More daring, or more bold, is now alive

To grace this latter Age with Noble Deeds!

SHAKESPEAR.

The consummate judgment, with which the plan of attack was immediately formed and executed by Rear-Admiral Nelson, on an enemy's fleet moored in a compact

* Vol. I. page 43.

† List of the Officers who served under Rear-Admiral Sir Horatio Nelson in the Vanguard, at the glorious victory of the Nile.

<i>Captain.</i>	<i>Marines.</i>
Sir Edward Berry.	<i>Captain.</i> —William Faddy— <i>killed.</i>
<i>Lieutenants.</i>	<i>Lieutenants.</i> —
1. Edward Galway.	1. Christopher Noble.
2. Nathaniel Vassell— <i>wounded.</i>	2. ——— Young.
3. William Standway Parkinson.	3. Ivey Hare.
4. Henry Compton.	<i>Master.</i> —Wales Clod
5. J. Adye— <i>wounded.</i>	<i>Chaplain.</i> —Reverend Mr. Comyn.
6. Bladon Capell.	<i>Parson.</i> —Alexander Sheppard.
	<i>Surgeon.</i> —Michael Jefferson.
	<i>Adm. Sec.</i> —Mr. J. Campbell.— <i>wounded.</i>

line of battle; protected in the van by a battery, and flanked by four frigates, and many gun-boats; was worthy of the great and intrepid mind of this distinguished Officer. He deservedly received the most public * and eminent praise: his Majesty, in the speech from the throne, styles it—*This great and brilliant victory!*

The French fleet was first discovered by Captain Samuel Hood of the *Zealous*; the action commenced at sun-set. The *Goliath*, Captain T. Foley, and the *Zealous*, Captain Hood, had the honour to receive the first fire of the enemy. The shores of the Bay of Aboukir were soon lined with spectators, who beheld the approach of the English, and the awful conflict of the hostile fleets, in silent astonishment.

Sir Horatio Nelson, as Rear-Admiral of the Blue, carried the blue flag at the mizen; but from a standing order of Sir John Jervis, the Commander in Chief, the Squadron wore the white, or St. George's † ensign in the action; and it is remarkable, that this occasioned the display of the Cross, upon the renowned, and ancient coast of Egypt.

A most animated fire was opened from the *Vanguard*, which Ship covered the approach of those in the rear: in a few minutes, every man stationed at the first six guns in the fore-part of the *Vanguard's* deck, were all down, killed or wounded; and one gun in particular was repeatedly cleared ‡. Sir Horatio Nelson was so entirely resolved to conquer, or to perish in the attempt, that he led into action, with six ensigns or flags, viz. red, white, and blue, flying in different parts of the rigging: he could not even bear to reflect on the possibility of his Colours being carried away by a random shot from the Enemy.

According to the information we have been able to collect from the Officers who were present, it appears, that the Flag Ship of Admiral Bruyes, *L'Orient*, was certainly subdued

* Debrett's Debates, 1798, vol. vii. pages 4, 43, 51, 60, 65.

† The St. George's ensign is white, with a red cross; the first quarter bearing the Union.

‡ One of the Midshipmen that fell in the *Vanguard*, had but just remarked the escapes he had experienced: when a shot came, and cut him in two.

before she blew up; and we insert this, as an important fact; it was even the opinion of many, that she had previously struck.

The severe wound which Sir Horatio Nelson received was supposed to have proceeded from langridge shot, or a piece of iron: the skin of his forehead being cut with it at right angles, hung down over his face. Captain Berry, who happened to stand near, caught the Admiral in his arms. It was Sir Horatio's first idea, and that of every one, that he was shot through the head. On being carried into the cockpit, where several of his gallant crew were stretched with their shattered limbs, and mangled wounds, the surgeon with great anxiety immediately came to attend on the Admiral. *No*, replied the hero, *I will take my turn with my brave followers!*—The agony of his wound increasing, he became convinced that the idea he had long indulged of dying in battle, was now about to be accomplished. He immediately therefore sent for his Chaplain, the Reverend Mr. Comyns, and begged of him to remember him to Lady Nelson; and having signed a Commission appointing his friend the brave Hardy, Commander of the Mutine brig, to the rank of Post Captain in the Vanguard, Admiral Nelson took an affectionate leave of Captain Louis*, who had come by his desire on board; and then with the utmost composure resigned himself to death.

When the surgeon came to examine the wound, it evidently appeared that it was not mortal: this joyful intelligence quickly circulated through the Ship. As soon as the painful operation of dressing was over, Admiral Nelson immediately sat down, and that very night wrote the celebrated official letter, that appeared in the Gazette†. He came on deck just time enough to behold the conflagration of L'Orient.

* Vol. I. page 287.—The anecdote inserted at this page, is perfectly correct, except in what relates to a boat being hoisted out from the Vanguard. Captain Berry hailed the Minotaur as she passed.

† Vol. I. page 63. beginning with "ALMIGHTY GOD has blessed his Majesty's arms in the late battle, by a great victory," &c.

The Bay of Aboukir was covered for a week with the floating bodies of the slain, exhibiting a most painful and horrid spectacle; and though men were continually employed to sink them, many of the bodies, having slipped off the shot, again appeared on the surface. It was a great mercy to our brave countrymen, considering the excessive heat of the weather, that some pestilential disorder did not take place in consequence.

Captain Benjamin Hallowell, of the *Swiftsure*, who had ever been on terms of the most intimate friendship with Sir Horatio Nelson, finding his brother Officers eager to outvie each other in sending various presents to the Admiral, that had been made from the wreck of *L'Orient*, actually ordered his carpenter to make a Coffin, solely from the wreck, both as to wood and iron. His orders were punctually obeyed; and one being finished with considerable elegance from the materials of *L'Orient's* main-mast, it was presented to the Admiral with an affectionate and polite letter *. Sir Horatio Nelson highly appreciated the present of his brave Officer; and for some months had it placed upright in his cabin. At length, by the tears and entreaties of an old servant, the Admiral was prevailed on to allow its being carried below: when he afterwards shifted his flag to the *Foudroyant*, and in expectation of meeting the French fleet, the Coffin was carefully conveyed on board; where it now remains, and will probably accompany Lord Nelson to his grave.

The limits of our work only allow us, in the further prosecution of this interesting task, to give a correct summary of Lord Nelson's life subsequent to his glorious victory of the Nile.

On the twenty-second of September, 1798, he arrived at Naples, and was received as a deliverer by their Majesties and the whole kingdom. December the twelfth, the blockade of Malta took place, which has since continued without intermission: on the twenty-first his Sicilian Majesty, and family, embarked in the *Van-*

* This Letter we may probably at some future opportunity lay before our readers.

guard, and were carried to Palermo in Sicily. In March he arranged a plan for taking the Islands in the Bay of Naples, and for supporting the Royalists who were making head in the kingdom : this succeeded in every part. In May he shifted his flag to the *Foudroyant*, being advanced to be Rear-Admiral of the Red ; and was obliged to be continually on his guard against the French fleet. In June and July, he went to Naples, and, as his Sicilian Majesty was pleased to say, *reconquered his kingdom, and placed him upon his throne*. On the ninth of August Lord Nelson brought his Sicilian Majesty back to Palermo, having been upwards of four weeks on board the *Foudroyant*. On the thirteenth, his Sicilian Majesty presented him with a sword most magnificently enriched with diamonds, conferred on him the title of Duke of Bronti ; and annexed to it the feud of Bronti, supposed to be worth 300*l.* per annum. On the arrival of the Russian Squadron at Naples, Lord Nelson directed Commodore Troubridge to go with the Squadron, and closely blockade * Civita Vecchia ; and to offer the French most favourable conditions if they would evacuate Rome, and Civita Vecchia ; which terms the French General Grenier complied with, and they were signed on board the *Culloden* : thus a prophecy made to Lord Nelson on his arrival at Naples was fulfilled, that **HE SHOULD TAKE ROME BY HIS SHIPS**.

The life of Lord Nelson forcibly illustrates the remark, which he has often been heard to make, *that PERSEVERANCE in any Profession will most probably meet its reward, without the influence of any contingent interest*. The noble Admiral, who has thus attained to such high honours in his profession, may justly say to those, who love the Service, and like him have its honour continually at heart—**Go ! AND DO THOU LIKEWISE !**

In whatever light we consider the character of this illustrious Mariner, its brilliancy dazzles the eye with an endless variety. It shows us what diligence may accomplish, and what indolence has often lost ; it gives new energy to the desponding mind, and supplies the persevering with fresh hope. Yet whilst we draw such conclusion we must remark, that **LORD NELSON'S SEVEREST TRIAL IS YET TO COME !** his present elevation has drawn upon him the eyes of all men ;

* A sea-port of Italy, in the patrimony of St. Peter, where the Pope's galleys were stationed.

and those of envy ever wakeful will steadily observe, whether the great Conqueror of the modern hydra, excels the demi-god of Greece, by rising superior to the delusive snares of Prosperity.

Like Aristides, and his contemporary the Roman hero Cincinnatus, it is to be hoped, Lord Nelson will give equal proofs of justice, and moderation, when elevated to the highest stations of honour and power, as he did in the various vicissitudes of a perilous profession, and through the trying scenes of adversity. Thus tempering ambition with humility, and firmness with mildness, may the proud wishes of his country be in every respect accomplished ;

Still rising in a Climax, till the last,
Surpassing all, is not to be surpass'd. GRANVILLE.

Lord Nelson's character, and military exploits, may be put on a parallel with those of Agrippa, in a few words : *eminent merit, attended with remarkable modesty.* Like this Roman, he has been victorious in both hemispheres, and with the fleets of France and Spain. Like Agrippa also, Lord Nelson's glory has not been confined to one element. He has triumphed both by sea and land. Agrippa could boast of the splendid trophies of the rostral crown, and the sea-green standard ; Lord Nelson can likewise boast of similar honours *. The same figure with which Virgil † has so beautifully distinguished Agrippa in his description of a sea-fight, may be thus rendered and justly applied to Lord Nelson in the battle of the Nile—

Next with kind gales, the care of every god,
Nelson leads on his squadron through the flood.
A *Naval Crown* adorns the warrior's brows,
And fierce he pours, amid the embattled foes !

* Refer to Lord Nelson's arms at the end. *Navali rostrata corona.* The Naval Crown bestowed by the ancients, on such as had signalized their valour, in an engagement at sea, was set round with figures like the beaks of Ships. The Roman Admirals, after their death, had their sepulchres ornamented with sculptured rostral crowns, and festoons of sea-weeds.

† *Parte aliâ ventis, et Diis Agrippa Secundis,
Arduus, agmen agens ; cui, belli insigne superbum,
Tempora navali fulgent rostrata coronâ.* JEN. lib. viii. l. 682.

The noble Admiral's humanity in private life has been long felt by the poor of Burnham Thorpe, and its vicinity. His firm and steady attachment to his friends has been no less conspicuous than his benevolence and bounty to the poor, so far as he possessed the means of rendering service. Lord Nelson's character in the humble and private walks of life, like that of his professional one, will excite equal admiration: as Delany said of Swift, "*They will both bear to be reconsidered, and re-examined with the utmost attention; and will always discover new beauties and excellencies, upon every examination. They will bear to be considered as the SUN; in which the brightness will hide the blemishes:—and whenever petulance, ignorance, pride, malice, malignity, or envy interpose to cloud or sully his Fame, I will take upon me to pronounce, that THE ECLIPSE WILL NOT LAST LONG.*"

PRESENTS to LORD NELSON, for his Services in the Mediterranean, between October the First, 1798, and October the First, 1799.

From his King and Country, a Peerage of Great Britain, and the Gold Medal.	
From the Parliament of Great Britain, for his own life, and two next heirs, per annum, - - - - -	£. 2000
From the Parliament of Ireland, not exactly known, but supposed to be the same as given Earl St. Vincent, and Lord Duncan, per annum, - - - - -	1000
From the East India Company, - - - - -	10,000
From the Turkey Company, a piece of plate of great value.	
From Alexander Davidson, Esq. a Gold Medal.	
From the City of London, a Sword of great value.	
-----, to the Captains who served under his orders in the battle of the Nile, a Sword.	
From the Grand Signior, a Diamond Aigrette, or Plume of Triumph, valued at - - - - -	2000
From the same, a rich pelice, valued at - - - - -	100
From the Grand Signior's Mother, a Rose, set with diamonds, valued at - - - - -	1000
From the Emperor of Russia, a Box, set with diamonds, and a most elegant letter, value - - - - -	2500

From the King of the Two Sicilies, a Sword richly ornamented with diamonds, and a most elegant and kind letter, - - - -	£. 5000
Also the Dukedom of Bronti, with an estate, supposed, per annum, - - - -	3000
From the King of Sardinia, a Box set with diamonds, and a most elegant letter, - - - - -	1200
From the Island of Zante, a Gold-headed Sword and Cane, as an acknowledgment, that had it not been for the battle of the Nile, they could not have been liberated from French cruelty.	
From the City of Palermo, a Gold Box and Chain, brought on a Silver Waiter. Also the Freedom of the city of Palermo, which constitutes him a Grandee of Spain.	

The family of Nelson has been long resident in the county of Norfolk. His Lordship's grandfather was rector of Hilborough in that county, of which living the Nelsons for many years have been, and still are, the patrons. His father is the Reverend Edmund Nelson, Rector of Burnham Thorpe, and married May 11, 1749, Catherine, daughter of Maurice Suckling, D. D. Rector of Barsham in Suffolk, Woodton in Norfolk, and one of the Prebendaries of Westminster, by whom (who died December 24, 1767) he had issue eight sons and three daughters;—three sons and two daughters are now living.

1. Maurice, born May 24, 1753; in the Navy Office; married, and no issue.

2. William, in holy orders, Rector of Hilborough; born April 20, 1757; married in November 1786, Sarah, daughter of the Reverend Henry Yonge, of Great Torrington, in Devonshire, cousin to the Right Reverend Philip Yonge (late Bishop of Norwich), and has issue a son and daughter—Charlotte Mary, born September 20, 1787; Horatio, born October 26, 1788.

3. Horatio, the present Peer, born September 29, 1758; married March 11, 1787, Frances Herbert (descended from the Herberts, Earls of Pembroke and Montgomery), daughter and coheir of William Woodward, Esq. Senior Judge of the island of Nevis, and relict of Josiah Nisbet, M. D. of Nevis aforesaid, by whom she had issue Josiah, a Captain in the Royal Navy. By Lord Nelson no issue.

The two daughters are both married, and have issue.

His Lordship is related to the noble families of Walpole, Cholmondeley, and Townshend, his mother being the grand daughter of Sir Charles Turner, Bart. of Warham, in the county of Norfolk, and of Mary, daughter of Robert Walpole, Esq. of Houghton, and sister to Sir Robert Walpole, first Earl of Orford, and to Horatio first Lord Walpole of Wolterton, whose next sister Dorothy was married to Charles, second Viscount Townshend. His maternal ancestors, the Sucklings, have been seated at Woodton, in Norfolk, near three centuries.

ARMS.] The arms first granted to Lord Nelson, were, Or, a cross flory sable, a bend gules surmounted by another engrailed of the field, charged with three bombs fired proper.

And for the crest, a wreath of the colours, the stern of a Spanish man of war proper, thereon inscribed, "San Josef"

SUPPORTERS.] On the dexter a sailor, armed with a cutlass and a pair of pistols in his belt proper, the exterior hand supporting a staff, thereon hoisted a Commodore's flag (gules). On the sinister a lion rampant regardant proper, in his mouth a broken flag staff, therefrom flowing a Spanish flag, Or and Gules.

AUGMENTATION *.

ARMS.] A chief undulated argent, thereon waves of the sea, from which a palm tree issuant between a disabled Ship on the dexter, and a ruinous battery on the sinister, all proper.

CREST.] On a Naval Crown Or, the Chelengk, or plume of triumph, presented to him by the Grand Signior, with the motto, "Palmam qui meruit ferat."

SUPPORTERS.] In the left hand of the Sailor a palm branch, and another in the paw of the lion, both proper, with the addition of a tri-coloured flag and staff in the mouth of the latter.

ERRATUM, page 168, line 12, *for* Herbert, *read* Woollward.

N. B. Some interesting Extracts from Letters to a Friend, illustrative of Lord Nelson's character, with *Fac Similes* of his hand-writing, previous and subsequent to the loss of his right arm, will be given in our next number.

EXPLANATION

OF

THE ANNEXED EMBLEMATICAL NAVAL PLATE.

ON directing our eye to the centre of the engraving, we see a naked arm represented (the left), holding a torch with a scroll containing the following motto, *Veni, vidi, vici* †. This arm is united to the St George's flag, under which the Hero of the Nile fought. An escutcheon is next introduced, with the cypher H. N. crowned and entwined with laurel, surrounded with the motto *Digne vengeur des Rois* ‡. The trumpet of fame is placed above, the whole resting upon a cloud, and supported between two naval and military trophies.

This assemblage is emblematic of Rear-Admiral Sir Horatio Nelson, his squadron, and the glory they acquired in the battle of the Nile.

Two boats appear underneath, one having the device of *Vivat Nelson* ||, illuminated with a brilliant star named *the first of August*.

On board this vessel is represented a *fierce lion rampant*, holding in his left paw a trident, which he plunges into the heart of a detestable monster, called the *tri-coloured basilisk*; who makes a vain resistance on

* The above augmentation was granted by Royal Sign Manual, dated the fifteenth of November, 1798, and the motto was chosen by his Majesty.

† I came, I saw, I conquered.

‡ Worthy Avenger of Kings.

|| Long live Nelson.

board of the other vessel, being at the same time struck with the forked lightning, darted from the potent arm above: this causes a dreadful explosion, whence a black vapour arises as the vessel is in the act of sinking, displaying these words, *VAIN VIGILANCE*.

The whole of this is emblematic on the one part of the glorious victory on the first of August, combined with the valour, activity, and skill of the Admiral, and the Commanders and brave Crew of the respective Ships of his squadron. On the other part it denotes the complete defeat of the French squadron, in a position imagined to have been impregnable.

The river opening to the sea, by two branches, represents the mouth of the Nile, which form an island of the triangular figure of the fourth letter of the Greek alphabet, and thence called by the same name, *Delta*: which is described as covered with a crocodile. The contiguous shore appears planted with palm trees, and other productions peculiar to Egypt, and marks the place where the memorable battle was fought.

The cannon, mortars, and other warlike instruments, scattered on the coast, represent the French batteries that flanked the French squadron, and which were destroyed by the British.

The assemblage of military and orchestra musical instruments represented at the bottom of the picture, mark the universal joy which this victory diffused over the world, having the popular songs of *God save the King* and *Rule Britannia* annexed.

On the right appear *two obelisks*, ornamented with hieroglyphics and wreaths with devices, raised on the same base, on which there is represented in *basso relievo* a distant view of *Alexandria*. These two obelisks rising from the same pedestal support a *globe* with the ancient hemisphere. Under the *globe*, and between the points of the two obelisks, there is represented the head of an *horse*, the emblem of *EUROPE*; there is also on one obelisk the *sun*, and on the other an *helmet*, *shield*, and *buckler*; the inscription applicable to the whole is in these words, *Sine sole nihil**.

Below the horse is represented a *camel*, the emblem of *Asia*, placed between a vase of perfumes and a rose, with this inscription, *Bene olet*†.

Underneath is represented a *lion*, the emblem of *Africa*, with the inscription—*Battle of the Nile* under a naked arm (the left) darting an arrow, having the motto *Non eget aru*‡, is a bundle composed of a bow, quiver, and arrow, placed upright, with the device *Celeritas*§.

On the left are represented two columns, the pillars of *Hercules*, ornamented with wreaths; on the summit of one is a rock with cannon, denoting *Mons Calpe* or *Gibraltar*, on the other a monkey, denoting *Mons Abyla* on the opposite coast of *Africa*: they are placed on the

* Without the sun nothing flourishes.

‡ The bow is not requisite.

† It smells sweetly.

§ Celerity.

same pedestal which represents in basso relievo *Gibraltar* supporting the new hemisphere. Between the columns above is represented, 1st, An eagle, the emblem of the empire of Germany, astonished at what passes without its aid. 2d, The lyre of Apollo, emblem of the French monarchy, entwined with laurels, having this device, *Laurus ubique, et plus ultra semper vivet* *. 3d, A large reptile, emblem of America, looking on between the two columns of Hercules, with admiration at the fame of Nelson, inspired with the same sentiments in this respect, which the other three quarters of the world are supposed to express, and as represented between the pyramids already explained.

The two groups below, representing the attributes of Neptune and Mercury, are emblematical of Navigation and Commerce, and point out the Mediterranean naturally situated at the spots which Gibraltar and Alexandria occupy as principal subjects in the scene.

The reader, by carrying his eye to the centre of the picture above the arm and flag, will observe represented two hands united in friendship, radiated, and placed under an antique crown on a cushion, between two palms and two leopards which defend them, with this inscription, *Fortuna coronat fidem* †. This is symbolic of the good faith which reigns between Great Britain and her Imperial Allies.

It is to be remarked, that the figures have their eyes directed on the principal object of the allegory: all their motions are denoted in a manner that marks and honours the loss Lord Nelson has received.

The border of this emblematic drawing is ornamented with shields, entwined with laurels, and containing the names of the Ships and Captains in the order of the line of battle. The prescribed order of battle begins on the left with the *Culloden*, &c.—over which line there is a shield, named 1st August, containing a star, and a sword, with the inscriptions, *Stella maris* for marine star, and *Gibeonis gladium*, the sword of Gibeon; alluding to the scriptural passage, “*And they took it on THAT DAY, and smote it with the edge OF THE SWORD, and all the souls that were therein he utterly destroyed.*” The two pendants that crown the whole, denote the two Ships that led into action on the memorable first of August, 1798, viz. the *Goliath*, Captain Foley, and the *Zealous*, Captain Hood. The Mutine brig is the last; in the shield, Mercury’s caduceus, or rod, is represented emblematic of this vessel being the only one allotted for dispatch.

Lord Nelson’s arms are put in this plate at the bottom: See description, page 189.—The portrait (which has also the arms) is taken from the only painting in this country, that represents Lord Nelson’s additional honours, viz. the plume of triumph—the patent of the dukedom of Brontë, &c. as worn at foreign Courts.

* The laurel every where continues green. The words *et plus ultra* allude sarcastically to the motto round the pillars of Hercules on the Spanish dollars, &c.

† Fortune crowns fidelity.

NAVAL ANECDOTES,
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

No. XII.

LORD NELSON.

THE following letter was written by the venerable father of Lord Nelson, to the Rev. B. Allot, in answer to that gentleman's congratulations on the ever-memorable victory of the Nile:

“My great and good Son went into the world without fortune, but with a heart replete with every moral and religious virtue. These have been his compass to steer by; and it has pleased God to be his shield in the day of battle, and to give success to his wishes to be of service to his Country. His Country seems sensible of his services; but should he ever meet with ingratitude, his scars will cry out, and plead his cause—for, at the siege of Bastia, he lost an eye; at Tene-riffe, an arm; on the memorable fourteenth of February, he received a severe blow on his body, which he still feels; and now a wound on the head. After all this, you will believe his bloom of countenance must be faded; but the spirit beareth up yet as vigorous as ever. On the twenty-ninth of September he completed his fortieth year; cheerful, generous, and good; fearing no evil, because he has done none; an honour to my grey hairs, which, with every mark of old age, creep fast upon me.

The following curious letter from Lachavardiere, the French Consul, at Palermo, gives a circumstantial account, in the French style, of Lord Nelson's engagement in the Mediterranean. It is highly animated, but much tinctured with national partiality.

“*Naples, Sept. 20.*

At length, my friend, I am arrived at the place of my destination, I will not give you an account of my adventures during my journey; they would be too long. It is sufficient to tell you, that I was taken by an English privateer, and that my brother-in-law and I escaped by a stratagem. We embarked again, but were obliged to put into the Island of Elbe, for fear of the barbarians, who had a flotilla in those seas, and who, if they had not taken, would at least have boarded and plundered us, and have laid us under the necessity of performing quarantine.

After being obliged to change my Ship three times, I arrived in Naples in a small felucca, which was frequently near being lost in a tempest.

The moment of my arrival was not the most fortunate of my voyage—the French name is heard here with horror. The King is arming 80,000 men. The Cabinet either refuses to answer, or answers with violence, the Notes presented by our Chargé des Affaires, La Chaise, who is an excellent Republican. The French are forbid to enter the Country, and the most extravagant predilection prevails in favour of the English. The Republican agents daily expect to receive orders to depart. It is under these circumstances that I am about to demand my passport for Palermo.

The people of Sicily are still more incensed against us—our vessels are driven out of their ports—wherever the French appear, the populace pelt them with stones, and sometimes fire upon them. Not one French cockade is suffered. In a word, there only wants Frenchmen, in order to celebrate again Sicilian vespers.

The day before yesterday two English vessels arrived, and NELSON himself is expected to-morrow in a third. To give you some idea of the favour in which the enemies of our Country are held here, you must know, that with my own eyes, I saw the King of Naples go more than two leagues to sea, to meet the English, to applaud and congratulate them. The two vessels which are arrived have brought two French Officers with them—one of them is Rear-Admiral Blanquet. They were both in the action of the first, second, and third of August. You may depend upon the correctness of the following account of that dreadful event.

Our fleet, after having effected a disembarkation, and having left the transports in Alexandria, went to anchor at Rosetta, about fifteen leagues from Alexandria. There they anchored about four leagues from land. On the first of August a signal was made for the English fleet being in sight. They reconnoitred our position, and seeing a considerable space between the shore and our vessels, they caused six of their Ships to pass between the shore and our fleet. It was then five o'clock in the evening; the English fleet was composed of fourteen Ships, and ours of thirteen.

At a quarter past five the firing commenced, when the fleets were in the following position: Our thirteen Ships were formed in a single line, six English Ships were between us and the land, seven others were on the opposite side, and the fourteenth having cut our line in half, hindered by that manœuvre six French vessels from taking a share in the action. The fleets cannonaded each other with the utmost vivacity the remainder of the day, and the whole of the night. When

the day appeared on the second, the advantage was equal. The Ships were within pistol-shot of each other, and every possible means of destruction were mutually used by both fleets. It was in this situation of affairs that Admiral Brueyes was wounded in the head and the hand, nevertheless he continued to command, till a cannon ball *cut him in two : he lived a quarter of an hour afterwards*, and would expire upon his deck. A moment afterwards the Captain of the Admiral's Ship, Captain CASSA BIANCA, formerly a Deputy, was mortally wounded by a splinter : this beautiful vessel then took fire, and every effort to extinguish it proved ineffectual. The young Cassa Bianca, a boy of ten years old, who during the action had performed prodigies of valour, refused to escape in a boat, being unwilling to leave his wounded father : nevertheless he afterwards put his father upon a mast which was thrown into the sea ; himself and the Commissary of the Fleet were upon it when L'Orient, of 120 guns, blew up with a most horrible noise, and destroyed these unfortunate persons. The explosion was so dreadful, that the town, which was four leagues distance, was shaken with it. The two squadrons thought for ten minutes they would be destroyed with the showers of fire, red-hot cannon, &c. which fell. For ten minutes they waited in silence the moment of their destruction : but Englishmen and Frenchmen were in the presence of each other, and again the cannons thundered, and the battle became more bloody than ever.

One circumstance is worth notice : while the Admiral's Ship remained, the French had the advantage, and an English Ship, of 74 guns, which was forced to run aground, had struck her colours : but the disorder which the blowing up of the Admiral's Ship occasioned, all the Officers being either killed or wounded ; Vice-Admiral Blanquet weltering in his blood from a wound which he received in the face ; the Captain of the Franklin, rendered incapable of fighting by having received three wounds ; Du Petit Thouars and another Captain killed ; all these circumstances soon changed the face of affairs. Several of our vessels without masts and without the capability of motion, and with their cannon dismounted, became a prey to the enemy. Nevertheless, on the third, the action still continued between some of our vessels and the English. On that day, the crew of the Timoleon, sooner than surrender, set fire to the vessel, and saved themselves.

This then is the result of the battle. The L'Orient of 120 guns, is blown up ; the Timoleon, of 74, is burnt ; the William Tell is at Malta, with the frigates the Diana and the Justice ; the frigate L'Arthemise was burnt in the action ; and the Serieuse sunk, and the crew saved. All the crew of L'Orient were saved on shore. We are afraid that the Genereux, of 74, which retired with the William Tell,

is sunk in the Canal of Malta. Our nine other vessels are taken, viz. *Le Guerrier*, *Le Conquerant*, *Le Spartiate*, *L'Aquilon*, and *Le Peuple Souverain*, of 74 guns each; *Le Franklin*, *Le Tonnant*, *Le Mercure*, and *L'Heureux*. Three of these vessels were in so bad a condition, that the enemy burnt them in the roads. All the prisoners were sent to Alexandria, because the English were in want of provisions; they will be a useful reinforcement to the army. The loss of the English was 1000 killed and 1800 wounded, by their own account. NELSON is severely wounded in the head! Several of their vessels are in a very bad state.

The unfortunate issue of this action is attributed to two causes: first, the suffering the English to get between us and the land; and the second and principal one is, the having engaged at anchor. However that might be, the calamity has happened, and it must not be thought of any more. If the Government act properly, in my opinion, they will honour the memory of Admiral Brueyes, of young *Cassa Bianca*, and all those brave men who died fighting. It will do more, it will recompence the surviving Officers. Rome, after the battle of Cannæ, thanked Varro: but this is not like the battle of Cannæ; we have no Hannibal to encounter. The English squadron is cruising before Alexandria, where they wish to burn our transports; but we are assured they cannot effect it. Seven of their vessels are conducting the six French Ships to Gibraltar."

ANECDOTE OF LORD NELSON.

When quite a child, and on a visit with his grandmother at Hilborough, he was invited by another boy to go bird's-nesting; as he did not return at the usual dinner hour, the old lady became alarmed, and dispatched messengers in different ways to search after him. The young rambles at length were discovered under a hedge counting over the spoils of the day, and the young Horatio was brought home. His relation began to scold him for being absent without her leave, and concluded with saying, "*I wonder FEAR did not drive you home.*" Horatio innocently replied, "*Mamam, I never saw FEAR!*"

JUVENILE INTREPIDITY.

SIR CLOUDESLEY SHOVEL, when a boy in the Navy under the patronage of Sir John Narborough, hearing that Admiral express an earnest wish that some papers of consequence might be conveyed to the Captain of a distant Ship in action; young Shovel immediately undertook to swim through the line of the enemy's fire with the dispatches in his mouth: and this he actually performed.

JAMES THE SECOND was such an enemy to complicated movements in a State, that he transacted all the business of his Admiralty, with only the assistance of an head Clerk. He also comptrolled the accounts of his Treasurer, and narrowly inspected all the official departments. Parliament impeded publick business, he therefore dissolved it. Corporations were troublesome, he therefore garbled them: he had neither Commander in Chief, nor Admiral of the Fleet; for he was both Captain General and High Admiral himself.

IN the year 1599, Queen Elizabeth appointed Sir Henry Palmer Comptroller of the Navy, with a salary of fifty pounds *per annum*: for his two Clerks an allowance was made of eight-pence a day; and for his travelling expences he received four shillings *per day*.

*A List of all the Captures made by Captain DAVID BRODIE *, from the Commencement of the War with Spain in the Year 1739.*

By what Vessel the Capture was made.	Whether French, Spanish, &c.	Whether Merchant Vessel or Privateer.	Vessel's Name.	Masters' Names.	Agents.	
					Names.	Place of Abode.
Merlin Sloop	French	Privateer	L'Union	Jean Lacut	Patrick Kerr	Jamaica
Ditto	Ditto	Ditto	Vainqueur	Joseph Duhart	Macfarlane & Co.	Ditto
Ditto	Spanish	Ditto	St. Antonio	Sebastian Uherra	Ditto	Ditto
Ditto	English	{ Merch. Vess. } retaken	Jolly Batchelor	Thomas Gassés	Ditto	Ditto
Ditto	Ditto	{ Merch. Vess. } retaken	Charming Molly	Diego Gonsales	Ditto	Ditto
Ditto	Ditto	{ Merch. Vess. } retaken	Lovey Betty	Manuel Mariano	Ditto	Ditto
Ditto	French	Privateer	Petite Guava	Francois Renon	Ditto	Ditto
Ditto	Dutch	{ Merch. Vess. } retaken	Johanna and Maria	Jean Perisien	Ditto	Ditto
Ditto	French	Privateer	Le Bacchus	Honorat Fougeux	Ditto	Ditto
Ditto	Ditto	Ditto	Ferdinand	Martin Forsaut	Ditto	Ditto
Ditto	English	{ Merch. Vess. } retaken	James and Sarah	{ Unknown, the } { Spaniards having } { ran away ashore } { in the boat } { Deserted by her } { people }	Ditto	Ditto
Ditto	Spanish	Merch. Vessel	Unknown	{ Jean Gangean } { Jean Charles } { Boucher } { Thomas Murey }	Ditto	Ditto
Ditto	Ditto	Ditto	Jean Baptista		Ditto	Ditto
Ditto	Ditto	Ditto	L'Alexandre		Ditto	Ditto
Ditto	Ditto	Ditto	Duc D'Anguilen		Ditto	Ditto
Ditto	Ditto	Ditto	La Neriade	Leonard Guilmot	Dispossessed of et arms by Cap. Thos Anarwa, late of his Majesty's Ship Worcester, and no Account rendered of her.	
Ditto	English	{ Merch. Vess. } retaken	{ Returned to the } { Owners }			
Ditto	French	Privateer	Jasson	Jean Fourcad	Captain Brodie	
Ditto	Ditto	Merch. Vess.	La Furett	Francois Morat	Ditto	
Ditto	English	{ Merch. Vess. } retaken	{ Martinique, or } { Pretty Betty }	Alex. Farnoux	Ditto	
Ditto	Spanish	{ Three Half } { Galleys }	Destroyed	{ Sebastian Uherra } { Juan keal. } { The other ran a- } { shore in the boat }		
Ditto	Ditto	Half Galley	Santa Cruz	Juan Echos	Burnt	
Ditto	French	Mer. Vess.	La Legere	Jacque Dupin	Hume, Thomas, and Kirk	

(Signed)

D. BRODIE.

* Vide page 81.

CORRECT RELATION OF SHIPWRECKS.

(Continued from Vol. I. Page 467.)

No. II.

Ha! total night, and horror, here preside;
 My stunn'd ear tingles to the whizzing tide,
 It is the funeral knell! and gliding near,
 Methinks the phantoms of the Dead appear.
 But lo! emerging from the watery grave,
 Again they float incumbent on the wave;
 Again the dismal prospect opens round,
 The wreck, the shores, the dying, and the drown'd.

FALCONER'S SHIPWRECK.

A more authentic Account, than has yet been published, of the Loss of his Majesty's Ship AMPHION, of 32 Guns, blown up in Hamoaze, September 22, 1796. Communicated by a Correspondent, who was at Plymouth when the dreadful Event took place.

THE Amphion frigate, of 32 guns, Captain Israel Pellew, after having cruised some time in the North Seas, had at last obtained an order to join the squadron of frigates, commanded by Sir Edward Pellew. It was on her passage, that an hard gale of wind occasioning some injury to the fore-mast, obliged her to put into Plymouth, off which place she then was: she accordingly came into the Sound, anchored there on the nineteenth of September, and went up into harbour the next morning about seven A. M.—On the twenty-second, at about half past four P. M. I felt, whilst at Stonehouse, a violent shock like an earthquake; which extended as far off as the Royal Hospital, and the town of Plymouth. The sky towards Dock appeared red, like the effect of a fire: for near a quarter of an hour no one could discover what was the occasion; though the streets were crowded with people running different ways in the greatest consternation. When the alarm, and confusion, had a little subsided; it first began to be known, that the Amphion was blown up! Several bodies and mangled remains were found and picked up by the boats in Hamoaze; whose alacrity on this melancholy occasion was particularly remarked, and highly commended. The few who remained alive of the crew were conveyed, as fast as their mangled situations would permit, to the Royal Hospital:—as the frigate was originally manned from Plymouth, the friends and relations of her unfortunate Ship's company mostly lived in the neighbourhood; it is dreadful to relate what a scene took place—arms, legs, and lifeless trunks, mangled and disfigured by gunpowder, were collected and deposited at the hospital, having been brought in sacks to be owned. Bodies still

living, some with the loss of limbs, others having just expired as they were conveying there ; men, women, and children, flocking round the gates, and entreating admittance, whose sons, husbands, and fathers, were amongst the unhappy number. During the first evening nothing was ascertained concerning the cause of this event, though an hundred reports instantly circulated. The few survivors, who by the day following had in some degree regained the use of their senses, could not give the least account. One man who was brought alive to the Royal Hospital died before night ; another before the following morning : the boatswain * and one of the sailors appeared likely, with great care, to do well. Three or four men who were at work in the tops were blown up with them, and falling again into the water were picked up very little hurt ; these, with the two before-mentioned, and one of the sailor's wives, were supposed to be the only survivors, except the Captain, and two of the Lieutenants.

The following particulars were however collected from the examination of several people, before Sir Richard King, the Port Admiral ; and the information that could be procured from those who saw the explosion from Dock.

The first person known to have observed any thing, was a young Midshipman in the Cambridge guard-ship, lying not far distant from the place where the *Amphion* blew up ; who having a great desire to observe every thing relative to a profession he had just entered upon, was looking at the frigate through a glass, as she lay close alongside of the sheer-hulk, and was taking in her bowsprit. She was lashed to the hulk ; and an old receiving Ship, the *Yarmouth*, was lying on the opposite side, quite close to her ; and both within a few yards of the Dock-yard Jetty. The Midshipman said, the *Amphion* suddenly appeared to rise altogether upright from the surface of the water, until he nearly saw her keel—the explosion then succeeded : the masts seemed to be forced up into the air, and the hull instantly to sink—all this passed before him in the space of two minutes.

The man who stood at the Dock Yard Stairs said, that the first he heard of it was a kind of hissing noise ; and then the explosion, when he beheld the masts blown up into the air. It was very strongly reported, and erroneously inserted in many newspapers, that several windows were broke at Dock by the explosion, and that in the Dock Yard there was much mischief done by the *Amphion's* guns going off when she blew up ; but though the shock was felt as far as Plymouth ; and at Stonehouse enough to shake the windows ; yet it is a wonderful and miraculous fact, that surrounded as she was in the harbour with

* Mr. Montandon, who had not long before been promoted into the *Amphion*, from the *Russell*, by Admiral Macbride in the North Seas.

Ships, close alongside of the Jetty, and lashed to another vessel, no damage was done to any thing but herself. It is dreadful to reflect, that owing to their intention of putting to sea the next day, there were nearly one hundred men, women, and children, more than her complement on board, taking leave of their friends ; besides the company at two dinners that were given in the ship ; one of which was by the Captain.

Captain Israel Pellew, and Captain William Swaffield, of his Majesty's Ship *Overyssel*, who was at dinner with him, and the First Lieutenant, were drinking their wine : when the first explosion threw them off their seats, and struck them against the carlings of the upper-deck, so as to stun them. Captain Pellew, however, had presence of mind sufficient to fly to the cabin windows ; and seeing the two hawsers, one slack in the bit, and the other taut, threw himself with an amazing leap, which he said afterwards nothing but his sense of danger could have enabled him to take, upon the latter, and saved himself by that means from the general destruction ; though his face had been badly cut against the carlings, when he was thrown from his seat. The First Lieutenant saved himself in the same manner, by jumping out of the window, and by being also a remarkable good swimmer ; but Captain Swaffield being, as was supposed, more stunned, did not escape : his body was found on the twenty-second of October with his skull fractured, appearing to have been crushed between the sides of two vessels. He was conveyed in an hearse, and buried at Stonehouse chapel.

The Centinel at the cabin door happened to be looking at his watch ; how he escaped no one can tell, not even himself ; he however was brought on shore, and but little hurt : the first thing he felt was the having his watch dashed out of his hands, after which he was no longer sensible of what happened to him. The Boatswain was standing on the cat-head ; the bowsprit had been stepped for three hours ; the gammoning and every thing on ; and he was directing the men in rigging out the jib-boom, when suddenly he felt himself driven upwards, and fell into the sea ; he then perceived he was entangled in the rigging, and had some trouble to get clear ; when being taken up by a boat, belonging to one of the men of war, they found that his arm was broke. One of the surviving seamen declared to an officer of rank, that he was preserved in the following astonishing manner : He was below at the time the *Amphion* blew up, and went to the bottom in the Ship : that he had a knife in his pocket, which he recollected ; and taking it out cut his way through the companion of the gun-room (which was shattered already with the explosion) : then letting himself up to the surface of the water, swam unhurt ashore.

He shewed the knife to the officer who heard this, and declared he had been under water full five minutes.

I also heard in the Dock Yard, that one of the sailor's wives had a young child in her arms; the fright of the shock made her take such fast hold of it, that though the upper part of her body alone remained, the child was alive, locked fast in her arms, and likely to do well.

Mr. Spry, an auctioneer, who had long lived in great respectability at Dock, with his son, and godson, had gone on board to visit a friend: they were all lost.

The man at the Dock Yard Stairs said, that about half an hour before the frigate blew up, one of her Lieutenants, and Lieutenant Campbell of the Marines (nephew to Colonel Campbell), and some of the men, got into the boat at the stairs, and went off to the ship. Lieutenant Campbell had some business to transact at the Marine Barracks in the morning; and continuing there some time, was engaged by the Officers to stay dinner, and spend the evening with them; he thus would have escaped; but somebody who came from the *Amphion* said, there were letters on board for Lieutenant Campbell; as they were some he was very anxious to receive, he left the barracks about half an hour before dinner to fetch them, meaning to return again directly: during the short interval he was on board, the Ship blew up. He was a young man universally respected, and lamented by the Corps, and indeed by every one who knew him. One of the Lieutenants who lost his life was the only support of an aged mother and sister, who at his death had neither friend nor relation left to protect and comfort them. The numbers of people who afterwards were daily seen at Dock in deep mourning for their lost relatives was truly melancholy. Captain Pellew was taken up by the boats, and carried to Commissioner Fanshaw's house in the Dock Yard, very weak with the exertions he had made; and so shocked with the distressing cause of them, that he appeared at first scarcely to know where he was, or to be sensible of his own situation; when he was a little recovered, in the course of a day or two, he was removed to the house of a friend, Dr. Hawker of Plymouth.

Sir Richard King had given a public dinner in honour of the Coronation. Captain Charles Rowley of the *Unité* frigate, calling in the morning, was engaged to stay, and put off dining, as he had previously intended to do, on board the *Amphion*. Captain Darby of the *Bellerophon* was also to have dined with Captain Pellew, and had come round in his boat from Cawsand Bay; but having some business concerning his Ship to transact with Sir Richard King, it detained him about half an hour longer at Stonehouse than he intended; and he was just gone down to the beach, and getting into the boat to proceed up

Hamoaze, when he heard the fatal explosion. Captain Swaffield was to have sailed the next day ; so that the difference of twenty-four hours would have saved this much-lamented, and truly valuable Officer. His brother, Mr. J. Swaffield of the Pay Office, being asked to the same dinner, had set out with him from Stonehouse ; but before he had reached Dock, a person came after him on business, which obliged him to return, and thus saved him from sharing his brother's untimely fate.

Many conjectures were formed concerning the cause of what had happened : some thought it was owing to neglect ; that the men were employed drawing the guns, and contrary to rule had not extinguished all the fires, though the dinners were over : this however the First Lieutenant said was impossible, as they could not be drawing the guns, the key of the magazine being to his certain knowledge hanging up in his cabin at the time. Some of the men indeed declared that the guns were drawn in the Sound, before they came up Hamoaze. It was also insinuated that it was done intentionally, as several of the bodies were afterwards found without any clothes on, as if they had prepared to jump overboard before the Ship could have time to blow up. As no mutiny had ever appeared in the Ship, it seems unlikely that such a desperate plot should have been formed, without any one who survived having the least knowledge of it ; and it is a well known fact, that in almost every case of shipwreck, where there is a chance of plunder, there are wretches, so far destitute of the common feelings of humanity, as to hover round the scene of horror ; in hopes, by stripping the bodies of the dead, and seizing whatever they can lay their hands on in the confusion, to benefit themselves.

It was the fore magazine which took fire ; had it been the after one much more damage must have ensued. The moment the explosion was heard, Sir Richard King arose from dinner, and went in his boat on board the hulk, where the sight he beheld was dreadful : the deck covered with blood, mangled limbs, and entrails, blackened with gunpowder ; the shreds of the Amphion's pendant, and rigging, hanging about her, and pieces of her shattered timbers strewed all around. Some people at dinner in the Yarmouth, though within a very small distance, declare that the report they heard did not appear to be louder than the firing of a cannon from the Cambridge, which they imagined it to be, and had never even rose from dinner, till the confusion upon deck led them to think some accident had happened ! This may appear astonishing : I can only say, it was told me by very respectable people at the time.

At low water, the next day, about a foot and an half of one of the masts appeared above water ; and for several days the Dock Yard men

were employed in collecting the shattered masts and yards, and dragging up what they could procure from the wreck. On the twenty-ninth, part of the fore chains was hauled up, shattered and splintered, and all the bolts forced out; also the head and cutwater. On the third of October, it was intended that an attempt should be made to raise the *Amphion* between two frigates, the *Castor* and *Iphigenia*, who were accordingly moored on each side of her; but only a few pieces of the Ship could be got up, one or two of her guns, some of the mens' chests, chairs, and part of the furniture of the cabin. Some bodies floated out from between deck, and amongst the rest a Midshipman's; these, and all that could be found, were towed round by boats through Stonehouse Bridge up to the Royal Hospital stairs, to be interred in their burying ground. Indeed the sight for many weeks was dreadful; the change of tide washing out the putrid bodies, which were towed round by the boats when they would hardly hold together. It is needless to enlarge on such a subject; any one may be able to form an idea of it, when told that bodies continued to be found even as late as the *thirtieth of November, 1796*, when the *Amphion* having been dragged round to another part of the Dock Yard Jetty to be broke up, the body of a woman was washed out from between decks. A sack was also dragged up, filled with gunpowder at bottom, and just topped with biscuit; which in some measure confirmed an idea that had before gained ground, that the gunner had been stealing the powder to sell, and had concealed what he could get out by degrees in the above manner; and that thinking himself safe on a day when every one was entertaining their friends, he had carelessly been amongst the gunpowder without taking the necessary precautions. As he was said to have been seen at Dock very much in liquor in the morning, I think it seems probable that this might be the Cause of a calamity as sudden as it was dreadful.

H.

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*Loss of his Majesty's Ship COURAGEUX, of 74 Guns, Captain Benjamin Hallowell, in the Mediterranean, who afterwards commanded the Swiftsure in the Action off the Nile. Written by a Seaman belonging to her who escaped from the Wreck.*

*Navy Hospital, Gibraltar, February 7th, 1797.*

IT has given me great concern that I had not sooner an opportunity of informing you of my miraculous escape from the shipwreck of the *Courageux*, of 74 guns; which was unfortunately lost on the coast of Barbary on the eighteenth of December, at nine o'clock in the evening; at which time she first struck, and in a quarter of an hour after there was not an inch of her to be seen: four hundred and seventy of her brave crew perished, and I myself never can be suffi-



ciently grateful to Providence for having saved my life. As the particulars of this event, and the loss of the vessel, may prove interesting to you, I shall mention the circumstances in a few words. On the ninth of December last, in a dreadful gale of wind, the *Courageux* parted from her anchors, and before we could bring the Ship up, she drove nearly under the Spanish batteries. Being much alarmed for fear of the Spaniards firing upon us, we next day got the ship under sail to work her into a safe birth ; when towards mid-day it blew so hard, that we were obliged to close reef the top-sails, being then afraid to anchor, for fear of the anchor's not holding. Towards the evening the wind increased to a perfect hurricane : we handed the top sails, and kept the Ship under her courses, to be to windward enough to go into Gibraltar. Unfortunately for us, the weather now became very thick and hazy, accompanied by incessant rain, and a most tremendous storm of thunder and lightning ; so that we stood too far to the south shore ; having the wind E. S. E. and found the Ship amongst the breakers, before we even saw a glimpse of land. We then attempted to wear the Ship, but it was too late ! She struck on a rock, and fell close alongside of another high and steep one. At this time I happened to be below, but the moment I felt her strike, I ran on deck, and witnessed the melancholy sight of the people jumping overboard. Few of them, however, reached the shore, as they fell between the Ship's side and the rock, and were in an instant dashed to atoms. I waited on deck for a few moments with considerable patience, until so tremendous a sea broke over the Ship, that to stick by her any longer was impossible. I therefore jumped on the rock, but was instantly dashed by a wave among a number of small ones—by which time my very shoes were washed off my feet. I however kept a desperate hold, and after the most incredible exertions regained the top of the rock : when thinking myself almost safe—the main-mast fell close by my side ! Having then very few clothes on I was light for swimming, and by the blessing of Providence got safe ashore, as did also one hundred and twenty-one more of the crew ; but all the rest were buried in the deep. We lived six days on a very small quantity of dried beans ; and were six days more in marching through the country ; at which time, however, the Moors gave us as much bread once a day as we could eat. On my arrival at Gibraltar I turned exceedingly bad, and was confined for three weeks. I am now greatly better, and turned over to a very fine frigate, of 36 guns, named *La Mahonisa*, taken from the Spaniards. Owing to the unfortunate wreck of the *Courageux*, I have lost the labour of many an hard-earned and well-fought day. I have the world to begin again ; but as the Almighty has been pleased to spare my life, I think I am still rich !

A.

The following Letter, containing a very particular and full Account of a Voyage from Kingston upon Hull to Rhode Island, in America, in the year 1749, was transmitted thence by Captain SAMUEL STANDIGE (now Sir SAMUEL), Master of a Ship called the *American*, to his Owner CHRISTOPHER SCOTT, Esq. late of Hull.

SIR,

WHEN I took leave of you at Hull, I resolved at all events to get the Ship away, if possible; and accordingly, notwithstanding it was then eight o'clock at night, I went in search of fresh seamen, and having soon procured a competent number of hands, got them on board at four o'clock the ensuing morning; weighed anchor directly, and, both wind and tide being favourable, in a very short time we were out of the Humber\*.

By this time, however, I plainly perceived that the Ship had settled considerably in the water. I therefore, lest the men should be too much alarmed, conveyed away secretly the pump log, and hid it. After the sailors had all received a comfortable refreshment, I gave orders for the pumps to be rigged, and got to work to pump her out, at which I exerted myself in common with the rest of the crew. When both pumps had been at work for about an hour, the men began to express strong apprehensions that the Ship was too old to suck, and to slacken, in a good degree, their exertions. I endeavoured, however, to encourage them as much as lay in my power. I then told them, that we were now so far embarked with a fair wind, without any chance of regaining the port we had left, that the only alternative, that was left us, was to pump or to drown—that I had orders from

\* It may not be amiss here to inform the reader of what happened to the Ship previous to her departure from Hull. On the twenty-fifth of September, 1749, having completed her cargo, which consisted of coals, grindstones, bale goods, and hemp; the Captain received his instructions from the owner to fall down the Humber the next tide, and to proceed with all possible expedition to the place of his destination.

In pursuance of these instructions, Captain Standige repaired on board, where all things being in readiness, preparations were immediately made for sailing; but in hauling out of the haven, an unlucky accident happened to the Ship occasioned by another vessel which cut her rope, and caused her to take the ground near the Dolphin. Being high water when the Ship grounded, and neap tides coming on, the Ship was unfortunately detained four days in this disagreeable situation; and when she floated again, from her straining so much, it was found she had sustained considerable damage, and before she got off to an anchor, the men were obliged to rig both pumps, and several hours elapsed before they could be worked. All the hands, finding the Ship so very leaky, left her; when the Captain went on shore to acquaint the owner of her condition: who told Mr. Standige, he could by no means, if possible to avoid it, consent to have her repaired at home; but had much rather it might be done at any other port. On this the Captain took his leave.

the owner to put into any port in England to repair—that I hoped the Ship would soon close her rents; but that if, contrary to my expectations, she continued so leaky as that one pump could not keep her free, I would put into Harwich, where they might have a good winter's employment. The men now went cheerfully to work, and with unwearied exertions at the pumps, in about four hours after, they were enabled to reduce their labour to one pump constantly going. The wind now coming fair, the next day we ran through Yarmouth Roads; but as soon as we had got over the Stamford, and before we reached Orford Ness, it began to blow a strong gale from E. N. E. the sea ran extremely high, and the night was very dark: I now steered a course for the Foreland, intending to go into Dover Pier. The next day, however, being without the Goodwin Sands, and the wind blowing strong from the E. S. E. with thick, rainy weather, there was no looking at the land with any degree of safety: so that I now steered a course right down the Channel, without ever once seeing land, and a strong gale continuing to blow hurried us in a very little time one hundred leagues to the westward. During this whole run the Ship was kept free, though the weather proved very tempestuous, with one pump constantly working. By a promise of five shillings a month advance in each man's wages, I found means to keep them tolerably easy and in good spirits.

Being now embarked on the wide Atlantic Ocean, in a very leaky, crazy Ship, that wrought and strained excessively; and the winter season advancing apace, the wind for a considerable time hung to the S. and S. W. which kept us a long time to the northward; and continuing to stand to the westward prevented my running for the trade winds.

Hence it happened that the whole voyage proved remarkably tedious and turbulent, with frequent heavy gales: when we had advanced between five and six hundred leagues, we experienced for several days together uncommonly severe *jack northwesters*; the sea running extremely high, often breaking over the Ship with great violence. Every favourable change of wind, however, which enabled us to pursue either a direct or oblique course, we embraced with the utmost eagerness and alacrity.

On the twenty-fourth of December we first struck soundings, in thirty-five fathoms, bottom a green ooze; being then, as I imagined in Block Island Channel, about ten leagues S. W. of Rhode Island, as the Ship was in that parallel of latitude. Stretching to the west in cold, hazy, winter weather, about four hours after, a schooner was discovered bearing down upon us. On being hailed, I told the Master of her, that we had been out fourteen weeks from England:

and that we had sounded thirty-five fathoms in Block Island Channel. The Master of the schooner then informed me, that he had been out only three days from Boston, bound, as we were, for Rhode Island; and that we were then in St. George's Channel, to the eastward of Nantucket Island. I replied, as I had before experienced these soundings, that I was sure we were in Block Island Channel. At this reply the Master seemed a good deal piqued, and asked me if I, who had been out fourteen weeks from England, could pretend to know better than he did, who had been only three days from Boston. Soon after, in a heavy gale of wind, accompanied with a great fall of snow, and an intense frost, we parted company. As the schooner's account differed at least forty leagues from our own reckoning, I now consulted with my Mate, whether we should abide by our own reckoning, or adopt that of the schooner's. If the latter, standing to the westward would entangle us with Nantucket's Shoals; but on the other hand, if we should pursue our own, that course would keep us in safety under Long Island. At this time the wind was blowing strong from the N. E.; the frost very severe, with frequent and heavy showers of snow. As the schooner had been so short a space of time out of port, her reckoning, unfortunately, was preferred to our own, and the Ship's head laid to the eastward, with as much wind and sea as enabled us to carry a foresail—the lead going every half hour. Previous to this, however, I had given orders to have the cables bent and anchors clear, in readiness for letting go, should any danger threaten. With these every Ship from the north of England is furnished, and Ships from all places ought to be the same, to which they may have recourse in the last extremity. Having stood upon this course for about eighteen or twenty hours, we gradually shoaled our water, insomuch that at eight o'clock P. M. from thirty-five, we had decreased to nine and ten fathom. The night put on a terrible aspect, and proved surely as dismal an one for snow and ice, as men could be exposed to. I again consulted with the Mate, and we were under strong apprehensions, that if we wore, and stood upon any other course, we might run into unforeseen and fatal dangers; for we now found that the Master of the schooner had entirely misled us.

All hands were now called—the foresail hauled up, and handed with much difficulty; the best bower anchor was let go, and all the cable veered out, so that the Ship rode with an whole cable before her nose. The hause was now served, and all made snug; and then all hands turned to the pumps, and the Ship freed. In this dreadfully tempestuous night, the whole crew, divided into two watches, relieved each other alternately, through the whole night, at the pumps to prevent their freezing, as the frost was most intense.



The Ship rode it out much more comfortably than could have been expected; considering her situation in the middle of the Atlantic in the depth of winter, it being the night between the twenty-ninth and thirtieth of December. This night, however, appeared to me the longest I had ever experienced. When the welcome morning, at length, arrived, the wind became somewhat more moderate. At seven o'clock, it being then day-light, and a lucid interval between showers of snow, I ordered a man to the mast-head, who called out, "Broken water to windward, and to the east or starboard bow." I immediately followed the man aloft, and there perceived the imminent danger we had been exposed to; and from which we had been providentially saved.

This broken water we soon found to be the great shoals and sands of Nantucket Island, for soon afterwards I distinctly perceived over the sands the masts of the vessels in the harbour of Nantucket, and the island of that name; and perfectly recollected the place\*. On the thirtieth of December weighed anchor, Nantucket's island bearing N. by W. set the foresail close, reefed the main-top-sail—the wind at N. by E. stretching W. N. W. course, at four o'clock P. M. took our departure from Martha's Vineyard, bearing N. N. E. distant one league. An heavy gale, with severe frost and snow; stretched all night W. by N. keeping the lead going every half hour; sounding from twelve to twenty fathoms. At six o'clock A. M. close in with the light-house on Point Judith, about ten miles only from Newport, which we were anxious to reach as soon as possible; to accomplish which, we kept working the ship in the wind's eye, tack and tack; but the gale still continuing to blow strong, with our utmost exertions we were unable to gain any ground:

\* Captain Standige was well acquainted with this island, having been there on a very memorable occasion about five years before. Being then Mate of a Ship on her return from Virginia to Hull with a cargo of tobacco, in company with another Ship; on their coming out of the Capes, they were both taken by a privateer, and sent for Cape Francois, on the north coast of Hispaniola, where in twenty-six days they arrived. Here they continued six weeks, when an order came for Mr. Standige, and half the crew, to go on board a sloop of about twenty tons, Simon Rhodes, Master, a flag of truce, and loaded for Rhode Island. The very first night after they sailed, they met with the tail of one of those terrible hurricanes, so frequent in that part of the world: attended with the most dreadful thunder and lightning Mr. Standige had ever beheld (though he had previous to this been in a thunder storm, which struck all their masts); two men, who had the watch on deck, were struck motionless by the electrical fluid, and were to all appearance dead: but being taken down into the cabin, and proper means made use of, in two hours time they both recovered. The next morning proved remarkably fine, when they proceeded on their voyage; made Martha's Vineyard, and the wind being contrary, put into Nantucket's Harbour; continued there a week, and then sailed for Rhode Island, where they arrived the next day; and the prisoners were all sent on shore to provide for themselves.

On the thirty first, six o'clock P. M. handed the sails ; and finding a sandy bottom, let go the anchor in thirty-five fathom water ; and notwithstanding the weather continued excessively tempestuous, on a rocky and dangerous coast, open to the Atlantic Ocean, yet the Ship rode it out very comfortably. During the night we had a great fall of snow : in the morning the weather became more moderate. After clearing the decks of snow and ice, we weighed anchor, and worked the ship safe into the harbour of Newport, in Rhode Island, to the no small amazement of our merchant, Mr. Joseph Harrison, and all the gentlemen of that place. After being told where we lay the preceding night, they observed, that it was the first and only instance that had ever come to their knowledge of a Ship's anchoring on that coast. They appeared, however, perfectly astonished, on being informed that we had been at anchor in the heavy gale three days before under Nantucket's Shoals.

It was afterwards known that the Schooner that misled them was blown off to the West Indies.

From the above facts, Captain Standige would recommend it to seamen to be at all times very attentive to their lead. in sounding constantly ; and when on a coast, to be always ready with anchors and cables, and never afraid to let them go ; confident as he is, that this would be the means of saving many valuable lives and Ships, and at the same time tend to secure their passage.

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*Letter from an Officer on board his Majesty's Ship La Loire, Captain Newman.*

ON Monday, January 27, 1800, we sailed from Plymouth, with the *Railleur*, Captain Turquand, under orders to look for a French frigate, and her convoy, coming from St. Maloes to Brest. The *Danae*, Captain Lord Proby, was ordered with us, but did not get out from Plymouth till the evening, and joined us off Guernsey on Wednesday morning. On the evening of February the fourth, our Captain (as Commodore) gave orders to Lord Proby to proceed to Jersey for intelligence ; and the *Railleur* and *Loire* hauled their wind to the southward. At day-light on the fifth, we made Seven Islands\* ahead ; and on the *Railleur* demanding and receiving permission to reconnoitre, the *Loire* stood away for Jersey, expecting the *Danae* to rejoin. At half past one P. M. she was discovered standing towards us, and we immediately brought-to, under Roche Douvre. Shortly afterwards Lord Proby came on board, and brought information that

\* On the north coast of France ; about one league from the main. These islands are known by the Church of La Clarte upon the Main, otherwise called our Lady of Clear Ness, which has an high steeple on the main land, and is the whart of them.

the Fairy and Harpy sloops had sailed from Jersey that morning, under orders from the Prince De Bouillon, to go in quest of the frigate which was the object of our search; and Lord Proby gave the Captains of those sloops an accurate description of our squadron in order that they might know us in case they fell in with us. At forty minutes past two o'clock P. M. the Danae made the signal for an enemy; and we immediately discovered a French frigate to windward, with the Fairy and Harpy in chase. In a few minutes, the Loire and Danae were under all sail on a wind; and *we never for a moment lost sight of the chase.* The enemy was steering large under a press of sail, the Harpy following under easy sail, and the Fairy far astern under all sail. The Loire soon passed the Danae; and, gaining on the enemy, observed that the sloops were dropping astern, though steering large after the enemy, while the Loire was close hauled to intercept her. About sun-set, the Railleur, which had been left under Seven Islands, was discovered ahead by the enemy, who in consequence tacked, nearly within gun-shot of the Loire. About nine P. M. the Fairy having passed under the lee of the Loire, her Commander (Capt. J. S. Horton) was desired to stand on till he could weather the enemy, or fetch into his wake; but the superiority of sailing in the enemy, and the Loire, gave the latter ship and the Railleur the opportunity of finishing the business; by bringing the chase to a warm action about half past eleven at night, when close in under the Seven Islands; a battery having opened in her support, which did us considerable damage. At twenty minutes before two A. M. on the morning of the sixth, the enemy struck, after a most spirited defence, and proved to be La Pallas, the French frigate of which we were in quest, mounting forty two guns, eighteen pounders, and two more in the hold being stowed for the East Indies. She measures above one thousand tons; had never been at sea before; is one of the most beautiful frigates ever seen, and a prime sailer; as we had an opportunity of seeing during so long a chase, throughout the whole of which she carried every sail possible on a wind, and made repeated tacks.

The Railleur supported us most gallantly: the Danae, Fairy, and Harpy, in spite of every exertion, were not able to get up. The former, finding herself not within gun-shot, never fired; and though the two latter did, their shot fell far short even of the Loire, and still more so of the Pallas. We were obliged to bear up, and run to leeward, to get the assistance of their boats in shifting prisoners. Soon after the action ceased, Captains Horton and Bazely (of the Fairy and Harpy) came on board the Loire; and we learned that they had met with the Pallas in the preceding morning, and had gallantly engaged her for a considerable time; but, on the Frenchman

discovering the Loire and Danae to leeward, he made sail from them; they following him as soon as their damages were repaired, in the manner in which we first saw them. At day-light, the Danae, Fairy, and Harpy, hauled their wind for Jersey; Captain Horton having sent on board of us sealed dispatches for the Admiralty, containing his own account of his proceedings, for Captain Newman to forward. The Loire, Pallas, and Railleur, then bore up for Plymouth, and arrived off that port in the evening; but were blown to the westward by a strong gale from E. S. E.—Just before day light on the seventh, the Pallas carried away all her masts, and about three P. M. with great difficulty got to an anchor in Mount's Bay; but the Loire and Railleur, after beating off for two days, in hopes that the gale would abate, bore up for Cork, and arrived there on the ninth.

### MEDICAL FACTS.

(Continued from Vol. II. Page 615.)

Οὐ γὰρ ἐγὼ γέ τι οἶδα κακώτερον ἄλλα θαλασσης,  
 Ἀνδρά τε συγχέῃναι, εἰ καὶ μέγα καρτερός εἴη.

OMHP. OΔYΣ. Θ.

Dire is the Ocean, dread in all its forms!

Man must decay, when man contends with storms.

Pope.

WE proceed to select, under this head, from different writers of repute, whatever may tend to bring more into one point of view the different opinions that have been published relative to that most important object the preservation of the health of Seamen.

### THE YELLOW FEVER.

(From COLNETT'S VOYAGE.)

THE whole crew had been more or less affected by the yellow fever; from which horrid disorder, I was, however, so fortunate as to recover, by adopting the method that I saw practised by the natives of Spanish America, when I was a prisoner among them.

On the first symptoms appearing, the fore part of the head was immediately shaved, and the temples and pole washed with vinegar and water. The whole body was then immersed in warm water, to give a free course to perspiration; some opening medicine was afterward administered, and every four hours a dose of ten grains of James's powders.



If the patient was thirsty, the drink was weak, white wine and water, and a slice of bread to satisfy an inclination to eat.

An increasing appetite was gratified by a small quantity of soup, made from the mucilaginous parts of the turtle, with a little vinegar in it. I also gave the sick sweatmeats, and other articles from my private stock, whenever they expressed a distant wish for any which I could supply them with. By this mode of treatment, the whole crew improved in their health, except the carpenter, who, though a very stout, robust man, was, at one time, in such a state of delirium, and so much reduced, that I gave him over; but he at length recovered.

Captain Colnett made the following observation, on the effects which the crews of Ships have experienced from eating turtle.

Other Voyagers have alledged, that living on Turtle causes the flux, scurvy, and fever: I can first account for such a consequence, by its not being sufficiently boiled, or cooked in unclean utensils; and, secondly, every man who has experienced a long voyage is well informed, that a sudden change of food, and particularly from an ordinary sea or salt diet, to an entirely fresh one, will produce the flux, sickness of stomach, and other complaints. My method to prevent such effects, was to allow the crew as much vinegar as they could use; and superintend myself the preparation of the seamen's meal. I used to taste the broth, in order to know if it was properly done; that it contained a sufficient quantity of pearl barley; and was duly seasoned by boiling with it salt beef, or pork. I also ordered that the proportion of the salt meats, cooked with the turtle, should be previously towed and freshened, and when the crew were tired of soup, I gave them flour to make their turtle-meat into pies; and, at other times, fat pork to chop up with it, and make sausages. But in most of their messes, I took care that so powerful an antiseptic as Sour Crout should not be forgotten.—

In all parts of the East Indies, a vinegar is made of the milk of the cocoa nut, equal to our strong white wine vinegar. I am unacquainted with the particular process, but am disposed to think it at once short and simple. The old cocoa nut left in water for two hours, and then strained, produces a liquid in colour and taste little inferior, if not equal, to skim milk; which removed all scorbutic complaints from among the crew, and preserved them in health for many months.

**DIRECTIONS TO MARINERS WHO GO TO THE WEST INDIES, TO  
AVOID THE YELLOW FEVER, BY AN AMERICAN WRITER.**

THE seeds of this disease, we are told, are conveyed to the Ships by the land breeze during the night, from the low and marshy grounds in

the neighbourhood of the sea-ports of the West India islands. Sailors are predisposed to receive them by their hard labour, or intemperance during the day ; and by sleeping upon the deck in the night. To prevent the reception of the disease in the above ways, sailors should wash their bodies every morning and night in SALT WATER. Two Ships preserved their whole crews in good health by this simple precaution ; while hundreds were dying in the Ships around them that neglected it.

It has been found that washing the body twice a day with water, in which a large quantity of salt has been dissolved, has preserved persons in good health, who have lived in sickly countries during the prevalence of autumnal fevers.

The Origin of the yellow fever, which has proved so dreadful a scourge to many of the large cities of the United States, from the publications in that country, is now nearly ascertained.

DR. MITCHELL, Professor of Chemistry in Columbia College, at New York, a character well known in the learned world, has the honour of this important discovery. From a variety of concurring circumstances, this philosopher was led into a chain of reasoning, which confirmed him in the opinion, that the fever was produced by the evaporation of a certain *deleterious acid*. This acid, he says, is formed by a peculiar combination of the bases of the two gasses, which constitute our atmosphere, viz. nitrogen and oxygen. The intense heat, peculiar to that climate, in the months of August and September, is the agent which effects the peculiar change in question.

But the important advantage which has resulted from this theory, is the successful mode of treatment it suggests. This must obviously consist of such remedies as destroy or neutralize the acid, and, therefore, alcalies are now given ; and, if reports are to be credited, with great success. Indeed, the effects of alcalies and lime, in extinguishing the contagion, constitute chief of the proof of the truth of the Mitchillean theory. Several very extraordinary circumstances were observed during the sickness last summer at New York, and which strongly confirm this system. It was remarked, that labourers employed in manufacturing pot-ash and soap ; where they were, of course, much exposed to the influence of alcalies, continued in perfect health ; while other people, remote from those places, were indiscriminately victims to the disease. The plentiful use of lime and pot-ash in domestic economy has been suggested by this theory, and their good effects are said to be ascertained. A Portuguese philosopher,

imbibing the Mitchillean theory, has recently published his opinion, that the city of Lisbon is indebted for its salubrity to the great quantity of lime employed in the building of the streets and houses of that place. He says, Lisbon, from its situation, might be expected to be one of the most unhealthy places in Europe.

The Yellow fever, which has of late been so fatal in Philadelphia, is attributed to the numerous docks, which, on the falling of the tide, retain the filth that had been carried by the stream; and which, being exhaled by the immense power of the sun, fills the air with putridity. To obviate this evil, and its calamitous effects, it is intended to remove all the docks in James's River, and to form on its bank one great segment of a circle; the arch of which is to extend from the Battery to Coarler's Hook, leaving near the water openings of one hundred feet to communicate with a wharf in the rear, which is to extend the entire length of the city. The current will by this means pass without being interrupted by the inundations, and clear away all the dirt, from which it is supposed so many evils originated.

## NAVAL LITERATURE.

*Reports of Cases, argued and determined in the High Court of Admiralty; commencing with the Judgments of the Right Hon. Sir William Scott, Michaelmas Term 1798. By Chr. Robinson, LL. D. Advocate. Printed by A. Strahan for J. Butterworth, and for J. White, Fleet Street, 1799. Vol. I. Part I. To be continued regularly. Royal Octavo. Pages 188. Price 5s.*

Dedicated by Permission to Earl Spencer.

WE congratulate the Naval Profession on the appearance of so important and useful a work as the present; which will also prove of essential utility to the merchant service. The Commanders of our Ships will now have an opportunity of perfecting themselves in the nature of those decisions, by the Court of Admiralty, which so nearly concern their interest; and when employed in actual service, will be enabled to form a more correct opinion, than they have hitherto been able to collect at the moment, respecting the legality of such captures, as may come within their reach. We could have wished that a copy of the above useful work

had been printed on inferior paper; which would have considerably lowered its price, and consequently have increased its circulation: no stated time appears fixed for the regular appearance of each part; but from every thing we can collect, it will not be oftener than once in three months.

A Summary of the principal contents of the first Part, will enable our readers to judge of its contents.—1st Case, November 6, 1798, *THE VIGILANTIA*, Gerritz master, sailing under Prussian colours, and taken on a voyage from Amsterdam to Greenland.—*Marginal Note*. “An enemy’s vessel ostensibly transferred, and continuing in the enemy’s trade, is liable to condemnation.”

2d Case. November 6, 1798.—*THE EMBDEN*, Meyer master, Case of a Ship transferred in Holland, under circumstances similar to the preceding case; and taken on a voyage from Amsterdam to Greenland.—*Marginal Note*. “A master’s national character is taken from his employment.”

3d Case. November 13, 1798. *THE ENDRAUGHT*, Broetjas master. Case of a Dutch ship under circumstances similar to the last case, but claimed by a merchant of Oldenburg.—*Marginal Note*. “Where a Ship is transferred from an enemy, and continues habitually in the enemy’s trade, the neutral is not specially entitled to carry on that trade, merely because his own country has no sea-port.”

4th Case. *THE YOUNG JACOB AND JOHANNA*, Visser master. November 13, 1798. A small fishing vessel taken on her return from the *Dogger Bank* to Holland.—*Marginal Note*. “Forbearance towards common fishing boats has been a matter of Comity in former wars. In this they have been proceeded against and condemned.”—*Additional Note*. “This has been an indulgence of ancient date: the French ordinance of the year 1543, gave the Admiral a power of forming fishing truces, *trêves pcheresses*, with the enemy during Hostilities; or of granting passports to individuals, to continue their fishing trade unmolested; this practice prevailed so late as the time of Louis XIV. They have since fallen into disuse, “owing to the ill faith with which they were observed by the enemies of France.” Valin, liv. 5. tit. 1.

Valin speaks of them as exceptions of comity only, “en dérogeant en cette partie au droit de la guerre suivant lequel les pecheurs sont de bonne prise comme les autres navigateurs.”

5th Case. *THE ENDRAUGHT*, Bonner master. November 19, 1798.—A ship taken on her voyage from *Narva* to *Dort*, in Holland, with a cargo of Dalks, fir planks, battens, and fire wood.—*Marginal Note*. “A Dutch Ship ostensibly transferred to a neutral condemned. A description of contraband, and exceptions, under the *Danish* treaty.”



6th Case. **THE STAADT EMBDEN**, Jacobs master. November 19, 1798. - A Ship which had been a prize Ship taken from the *English*, and carried into *Christiansand*. A pretended sale had passed there, and the vessel was retaken on a voyage from *Riga* to *Amsterdam*, laden with deals and masts.—*Marginal Note*. “A prize Ship carried by the *French* into *Norway*, there ostensibly sold to a neutral: adjudged *on facts* not to have become the property of the neutral: masts are contraband;—contraband articles affect *innocent parts* of the Cargo *belonging to the same person*.”

7th Case. **THE MAGNUS**, Sorensen master. November 20, 1798. A Ship laden with coffee and sugars, and taken on a voyage from *Havre* to *Genoa*. The Ship had been restored as *Danish* property, and the cargo had been referred to farther proof *by plea and proof*; on a claim given for Mr. *D. Merian*, a merchant of *Basle*, in *Switzerland*.—*Marginal Note*. “*Switzerland* and interior countries are allowed to export and import through an enemy's ports; but strict proof of property is required:—In doubtful cases, orders and the mode of payment are points necessary to be proved.”

8th Case. **THE AQUILA**, Lunsden master. November 27, 1798. A ship and cargo found derelict at sea: the destination appeared to have been from *Cadiz* ostensibly to *Hamburg*: but in fact, as there was great reason to believe to *Amsterdam*, the Ship had been restored as *Swedish* property: the cargo had been condemned as unclaimed.—*Marginal Note*. “The rate of the salvage on derelict is in the discretion of the Court: the ancient Rule of granting a moiety *de jure* to the finder has been over-ruled by the practice of this century.”

9th Case. **THE SANTA CRUZ**, Picoa Master. December 7, 1798. A Portuguese vessel taken by the *French*, and retaken by *English* cruisers, after being a month in the possession of the enemy; it was the leading case of several of the same nature, as to the general law of recapture between England and Portugal.—*Marginal Note*, “The law of England, on recapture of property of allies, is the law of reciprocity; it adopts the rule of the country to which the claimant belongs.”

11th Case. **THE FREDERICK MOIKE**, Boysen master. December 10, 1798.—A Danish vessel, taken coming out of *Havre* on the eighteenth of August, 1798, and bound on a voyage from *Havre* to the coast of *Africa*.—*Marginal Note*. “A vessel coming out of a blockaded port with a cargo, is *prima facie* liable to seizure; if the cargo was taken on board after the commencement of the blockade, Ship and cargo will be liable to condemnation.”

15th Case. **THE DANCKEBAAR AFRICAAN**, Smit master. December 19, 1798. A Dutch Ship, bound from *Batavia* to *Holland*,

and taken on the sixteenth of March, 1795. On coming to the Cape of Good Hope, a claim was given on the part of Goetz and Vos, inhabitants of the Cape, and then become subjects of the crown of Great Britain. The cargo had been delivered to them on bail to answer adjudication.—*Marginal Note.* “Property sent from an hostile colony cannot change its nature *in transitu*, although the owners become British Subjects by capitulation before capture.”

16th Case. THE HERSTELDER, De Koe master. July 17, 1799.—A case of a nature similar to the *Dankebar*, but differing materially in the dates of some parts of the transaction.—*Marginal Note.* “Hostilities against the Dutch, declared the fifteenth of September, 1795, are applied retrospectively to property taken during the *doubtful state of things* that preceded the declaration. A surrender by capitulation, is not the voluntary withdrawing required by the proclamation to the Dutch.”

22d Case. THE TWO BROTHERS, M’Clousky master. January 11, 1799. This was the case of a Ship asserted to have been purchased in the enemy’s country.—*Marginal Note.* “Suppression of papers is not a cause of condemnation in England; but it raises great suspicion—parties will not be allowed to say that they were only private papers.”

23d Case. THE ‘FLAD OYEN, Martenson master. January 16, 1799.—An English prize Ship carried into a neutral country, and there sold, under a sentence of condemnation by the French Consul.—*Marginal Note.* “An English prize Ship taken to Bergen, condemned there by the French Consul and sold, is not deemed to have been legally condemned in a neutral country. The Ship restored to the former owner on salvage.”

33d Case. THE MENTOR, Cambell master. February 5, 1799. An American Ship destroyed by his Majesty’s Ships the *Centurion* and *Vulture* (part of Admiral Digby’s squadron), cruising off the Delaware in the year 1783, after the cessation of hostilities, but before that fact had come to the knowledge of either of the parties.—*Marginal Note.* “The actual wrong-doer is the only person responsible in the Court of Admiralty for injuries of seizure: a suit dismissed against the Admiral of the station, being not privy to the fact.”

Dr. Robinson at the end of this first part, has brought forward the following order of Court, (July 3, 1799,) without regard to its date; that as a matter of public regulation, it might be inserted as early as possible.

That in all motions for commissions, and decrees of appraisement and sale, the time shall be specified within which it is prayed that the commissions or decrees shall be made returnable.

That the Commissioners and Marshal make regular returns on the days on which their commissions or decrees are returnable, stating the progress that has been made in the execution of the commissions or decrees; and, if necessary, praying an enlargement of the time for completion of their business.

That the Commissioners and Marshal bring in the proceeds which have been collected at the same time with their returns; and that if the whole proceeds have not been collected, they retain only such sums as may be required to answer accruing expences.

That on the return of commissions or decrees, the Commissioners or the Marshal bring in all vouchers.

That no cause shall be put upon the list for hearing, where any commission or decree of appraisement and sale is outstanding, and the proceeds not brought into the registry, without special application to the Court to dispense with this order, according to the circumstance of the case.

[*Tooke's Account of the Russian Navy concluded in our next.*]

### Naval Poetry.

Bright-ey'd Fancy hov'ring o'er,  
Scatters from her pictur'd Urn  
Thoughts that breathe, and Words that burn!

GRAY.

MR. EDITOR,

I hope you will consider the following lines worthy a place in the *Naval Chronicle*: the errors proceed from the transcriber, who copies from memory.

A CONSTANT READER.

#### ON VIEWING THE WRECK OF THE AMPHION, BLOWN UP AT PLYMOUTH\*.

##### I.

WHOE'ER thou art who range this rocky shore,  
Or furl the sail, or rest the dashing oar;  
Forbear awhile your active tasks to ply,  
And pause to view this scene of misery.  
Ah! think how late, those gallant sons of war,  
Claimed your respect, by many an honour'd scar;  
How late, Britannia's glory to sustain,  
They rode triumphant o'er the stormy Main:  
But Fate ordain'd: and with a general sweep,  
They whirl in air, then plunge into the deep.

\* Vide page 197.

## II.

Amphion's noble sons, no longer now,  
 Shall weave fresh garlands for Britannia's brow ;  
 Your pointed thunder, now no more shall roar  
 And carry terror to each hostile shore.  
 We mourn such honest zeal, and service lost,  
 When Britain's rous'd, and needs such Service most.  
 Ah ! what avail'd it, when, with dreadful might,  
 The gathering tempest howl'd, and all was night ;  
 Some pitying angel, vigilant to save,  
 Hung o'er your sails, and smooth'd the swelling wave ;  
 Or safe preserv'd you from the dread disease  
 When fev'rish plague had fir'd the western breeze.

## III.

What time these seamen panted to engage  
 When all the battle burst, in all its rage ;  
 When dreadful flew each missive death around,  
 And Echo trembling, caught the fearful sound ;  
 Were they refus'd the privilege to die,  
 Unburied on their native coast to lie ?

## IV.

Unfurl the sail ! the dashing oar then ply !  
 Nor careless see a brother's corpse float by ;  
 Stretch to his poor remains a friendly hand,  
 In decent silence bear him to the land ;  
 There in some hallow'd spot behold him laid,  
 And sacred rights be to his memory paid.  
 There shall the mangled sailor peaceful rest,  
 And the green turf lie lightly on his breast.  
 But who shall dry a mournful widow's eyes,  
 Or strive to soothe the hapless orphan's cries ?  
 Shall he who Britain's boldest foes withstood,  
 Have his lov'd off-spring beg their scanty food ?

## V.

Or she, whose charms his gen'rous heart inspir'd,  
 Whose love his soul with noble ardour fir'd ;  
 Whose fancied form made toil and danger light ;  
 His song by *day*, his *sweetest dream* by night :  
 Shall she, of husband, joy, and love bereft,  
 To sorrow, scorn, and penury be left !  
 Forbid it Britons ! Oh then ye brave and fair !  
 For sailor's orphans raise the anxious prayer ;  
 Who claim our Nation's love, should feel its fostering care ?



## THE BATTLE OF THE NILE.

(*Extracted from a Poem published by WILLIAM THOMAS  
FITZGERALD, Esq.*)

NELSON'S attack, like the dread lightning's blast !  
 Rends the proud hull, and rives the tow'ring mast ;  
 Whole sheets of flame on Gallia's host are driv'n,  
 And vengeance thunders to approving heav'n !  
 That impious race, who dar'd deny their God,  
 Now feel the scourge of his avenging rod ;  
 Mad from despair they plunge into the wave,  
 And seek the refuge of a wat'ry grave.  
 One tow'ring Ship, the Gallic Admiral's boast !  
 Enwrap't in flames, illumines all the coast ;  
 A blazing Pharos, it appear'd to be,  
 Emerging from the bosom of the sea !  
 'Till with a blast, which seem'd to rend the skies,  
 The mighty bulwark into atoms flies !  
 A dreadful wreck ! that covers half the flood,  
 And dyes thy waters, Nile, with Gallic blood—  
 An awful silence stills the lurid air,  
 And horror checks the howlings of despair.  
 The foe, now finding all resistance vain,  
 Struck his proud flag, and yielded up the main ;  
 While Arabs, witness of the Gaul's defeat,  
 With shouts of triumph hail the British fleet !  
 As long as Egypt's pyramids shall stand,  
 Long as the Nile shall fertilize her land ;  
 So long the voice of never-dying fame  
 Shall add to England's glory NELSON'S name !

## EXTRACT FROM THE EXILE, AN ELEGY.

BY M. G. LEWIS, ESQ., M. P.

FAREWELL ! oh native Spain ! farewell for ever !  
 These banish'd eyes shall view thy coasts no more ;  
 A mournful presage tells my heart that never,  
 Gonzalvo's steps again shall press thy shore.  
 Hush'd are the winds ; while soft the vessel sailing  
 With gentle motion plows th' unruffled main ;  
 I feel my bosom's boasted courage failing,  
 And curse the waves which bear me far from Spain.

I see it yet! Beneath yon blue-clear heav'n;  
 Still do the spires so well-belov'd appear;  
 From yonder craggy point the gale of even,  
 Still wafts my native accents to mine ear.  
 Propp'd on some moss-crown'd rock, and gaily singing,  
 There in the sun his nets the fisher dries;  
 Oft have I heard the plaintive ballad, bringing  
 Scenes of past joy before my sorrowing eyes.—  
 Ah me! how oft will Fancy's spells in slumber,  
 Recal my native Country to my mind;  
 How oft regret will bid me sadly number,  
 Each lost delight, and dear friend left behind!  
 Wild Murcia's vales, and lov'd romantic bowers,  
 The river on whose banks, a child, I play'd;  
 My Castle's ancient halls, its frowning towers,  
 Each much regretted wood, and well-known glade.  
 But lo! the Sun beneath the waves retires;  
 Night spreads apace her empire to restore:  
 Clouds from my sight obscure the Village spires,  
 Now seen but faintly,—and now seen no more.  
 Oh breathe not winds! still be the water's motion!  
 Sleep, sleep my bark in silence on the main!  
 So when to-morrow's light shall gild the Ocean,  
 Once more mine eyes shall see the coast of Spain.  
 Vain is the wish! my last petition scorning,  
 Fresh blows the gale, and high the billows swell;  
 Far shall we be before the break of morning:  
 Oh! then for ever, native Spain, farewell!

SONNET, ON SEEING A SHIP ENTERING PORT.

SHE comes majestic with her swelling sails,  
 The gallant bark; along her wat'ry way,  
 Homeward she drives before the fav'ring gales:  
 Now floating at their length the streamers play;  
 And now they ripple with the ruffling breeze.  
 Hark to their shouts of joy! the rocks rebound,  
 Thund'ring in echoes to the joyful sound.  
 Long have they voyag'd o'er the distant seas;  
 And what a heart-delight they feel at last,  
 So many toils, so many dangers past,  
 To view the wish'd for port, he only knows,  
 Who on the stormy seas for many a day  
 Has tost, aweary of his ocean way,  
 And watch'd all anxious every wind that blows.

## Gazette Letters.

ADMIRALTY-OFFICE, OCT. 25.

*Copy of a Letter from Captain Twysden, of his Majesty's Ship Revolutionaire, to Evan Nepean, Esq. dated Cove, Ireland, Oct. 15, 1799.*

SIR,

HEREWITH you will receive a copy of my letter to Admiral Kingsmill, acquainting him with my having captured Le Bordelais French ship privateer, which I inclose for their Lordships' information.

I am, &c.

THOMAS TWYSDEN.

SIR,

*His Majesty's Ship Revolutionaire, Cove, Ireland, Oct. 15, 1799.*

I have the honour to inform you, that on the 11th instant, the wind then blowing a heavy gale from the S. S. W. we discovered a strange sail to leeward, which we immediately pursued, and had the good fortune to capture, at five P. M. after a chase of 114 miles in nine hours and a half: she is called Le Bordelais, belonging to Pourdeaux, pierced for 26 guns, mounts 16 long twelve-pounders brass, with eight 36-pounder brass carronades, and 202 men, out nineteen days from Passage, and had captured one American ship, laden with tobacco, and one Portuguese ship, from Cork, with provisions. She is a most beautiful new ship, well calculated for his Majesty's service; was the largest, and esteemed the fastest sailing privateer out of France: I send a copy of her dimensions for your information.—I am, &c.

T. TWYSDEN.

Length aloft, 145 feet—Ditto at gun-deck, 136—Breadth of beam, 132—Depth in hold, 15½—Admeasures 620 tons.

*Admiral Kingsmill, &c. &c.*

*Copy of a Letter from Captain Barlow, of his Majesty's Ship Phoebe, to Evan Nepean, Esq. dated Cove of Cork, the 15th instant.*

SIR,

Be pleased to inform their Lordships, that on the 11th instant, in latitude 48 deg. N. longitude 24 deg. W. his Majesty's ship under my command captured the French privateer Le Grand Ferrailleur of 16 guns, brass six-pounders, manned with 121 men. She had been out sixteen days from Bourdeaux, and had not taken any thing.—I am, &c.

ROBERT BARLOW.

ADMIRALTY-OFFICE, OCT. 26.

*Copy of a Letter from Rear-Admiral Duckworth to Evan Nepean, Esq. dated Lisbon, off Lisbon, the 13th instant.*

SIR,

You will please to lay before my Lords Commissioners of the Admiralty the copy of a letter from Captain Brenton, of the Speedy, relating the destruction of three Spanish vessels he chased on the 3d instant. It is but justice to this officer to observe, that his exertions and gallantry at all opportunities do him the highest honour. I have the honour to be, &c.

J. J. DUCKWORTH.

SIR,

*Speedy, at Sea, Oct. 4. 1799.*

I have the honour to inform you, that yesterday, whilst running through the gut of Gibraltar, in sight of the British convoy, I observed a number of small vessels coming out of Algeiras, and concluded they were Spanish gun-boats endeavouring to cut off some of the merchant ships; I therefore steered for them in order to keep them as far as possible from the body of the fleet, but upon our near approach, perceiving they were Spanish coasters (eight in number), under the protection of a cutter and schooner, made all sail in chase, and soon separated the two sternmost from the body: they ran under the guns of a castle, which opened a fire upon us, and prevented our bringing them off. We continued the pursuit of the others, passing under the shot from Tariffe Castle, and at four P. M. came up with four more in a bay to the eastward of Cape Trafalgar; one immediately anchored near a fort, and the other three

under a castle which had one gun mounted : as it blew very heavy from the eastward, and being on a lee shore, we could not go as near them as I could wish, but anchored within four cables length, and bringing our guns to bear upon the castle (which appeared to be in a very ruinous state, and did not return our fire) and the vessels, in a short time compelled the Spaniards to abandon them all, first cutting their cables, by which means they drove on shore. I then sent Lieutenant Parker to endeavour to bring them off, and shortly after Mr. Marshall (the Master) to assist; or, if that was not practicable, to set them on fire; neither of which could be effected from the heavy surf, breaking entirely over them, and rendering our approach dangerous to the boats. They, however, boarded them, brought away some of their fire-arms, threw the remainder overboard, leaving them full of water, and complete wrecks. One vessel was laden with brandy and paper, one with English manufactures (cutlery, hardware, &c.) and the third in ballast. I beg leave to express the high satisfaction I received from the conduct of Lieutenant Parker, in boarding the vessel under the walls of the castle, while exposed to musketry from the beach; also of Mr. Ricketes, the Purser, who was a volunteer upon that service. The attention of Mr. Marshall, the Master, to the anchoring his Majesty's sloop, and the able assistance I have received from him upon former occasions, renders him worthy of the fullest confidence. I have the honour to be, &c.

J. BRENTON.

*Rear-Admiral Duckworth, &c.*

ADMIRALTY-OFFICE, OCT. 26.

*Copy of a Letter from Captain H. Digby, Commander of his Majesty's Ship Alcmene, to the Earl of St. Vincent, K. B. Admiral of the White, &c. dated in the Tag, the 3d of August 1799.*

MY LORD,

I have the honour to acquaint you, that I captured on the 1st ult. the Deux Amis French brig letter of marque, of six guns, and 60 men, bound to St. Domingo, from France. I have the honour to be, &c.

H. DIGBY.

ADMIRALTY-OFFICE, NOV. 5.

*Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated Torbay, 3d instant.*

Inclosed is a copy of a letter from Captain Yorke, of his Majesty's ship Stag, informing me with his having captured L'Heureux privateer letter of marque, which is transmitted for their Lordships' information.

I have the honour to be, &amp;c.

BRIDPORT.

MY LORD,

*Stag, Plymouth Sound, Oct. 26.*

On the 19th instant, and in the latitude of the entrance of the Garonne, long. 4 deg. W. Cambrian in company, we fell in with two sail, to which immediate chase was given; one, L'Heureux privateer letter of marque, carrying ten brass sixes, from Cayenne to Bourdeaux, laden with red dye, cotton, cocoa, coffee, and sugar, &c. was taken possession of by the Stag; the other, a large Bourdeaux privateer, of 26 guns, outward bound, on a cruise, was left to the better sailing; and I trust good fortune of the Cambrian.—I am, &c.

J. S. YORKE.

ADMIRALTY-OFFICE, NOV. 16.

*Copy of a Letter from the Right Hon. Lord Nelson, K. B. Rear-Admiral of the Red, and Commanding Officer of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated Palermo, 1st October, 1799.*

SIR,

I have desired Commodore Trowbridge to send you, for the information of their Lordships, extracts of all his letters to me, with the terms entered into with the French for the evacuation of the city of Rome and Civita Vecchia; on which event I sincerely congratulate their Lordships, and am Sir, with great respect, &c.

NELSON.



SIR,

*Civita Vecchia, Oct. 5, 1799.*

I am to request you will inform their Lordships, that I took possession of Civita Vecchia, Corneto, and Tolfa, on the 29th and 30th ult. with 200 marines and seamen of the Culloden and Minotaur, and have already embarked and sent off near 3000 of the enemy. I now wait for transports to get off the remainder, which I suppose 2000 more.

General Bouchard takes possession of Rome at the same time, by the same treaty; all public property to be restored. Their Lordships may rely on every exertion on my part to put the capitulation in full force, and trust I shall succeed. I have the honour to be, &c.

*Evan Nepean, Esq.*

T. TROWBRIDGE.

SIR,

*Civita Vecchia, Oct. 5, 1799.*

In obedience to order from Lord Nelson, I have the honour to send you, for their Lordships' information, a copy of the articles of capitulation I have made with the French General Gurnier, to clear the Roman State. As I knew the French had all the valuables of the Roman State packed up ready for embarking, and the coast at Civita Vecchia forming a deep bay, with hard W. S. W. gales and heavy seas, which prevented the blockade from being so close as was necessary to prevent the enemy from carrying off those truly valuable articles. I therefore thought it best to grant the liberal terms I have to get them out of this country, where they have committed every excess possible.

I trust what I have done may meet their Lordships' approbation.

I beg you to represent to their Lordships, that I received every assistance from Captain Louis, who went to Rome and arranged the evacuation, and taking possession of that place, with General Bouchard, with great ability and exertion, and much to my satisfaction.

I have the honour to be, &c.

*Evan Nepean, Esq.*

T. TROWBRIDGE.

ADMIRALTY-OFFICE, NOV. 16.

*Copy of a Letter from Captain John Talbot, Commander of his Majesty's Ship Eurydice, to Evan Nepean, Esq. dated the 12th instant.*

SIR,

I have the honour to acquaint you, for the information of the Right Honourable the Lords Commissioners of the Admiralty, that I sailed from hence at one o'clock A. M. on Sunday the 10th instant, and was forced to return this day from the badness of the weather. At nine the same morning I sailed, Beachy Head N. W. by N. three leagues, a schooner was seen from us close to a brig. On seeing the Eurydice, the schooner stood to the S. W. and the brig hove to and hoisted his ensign union downward; I hauled up and spoke her; she told me that she had been attacked by the schooner, and that one of her men was very badly wounded. I sent a boat with the surgeon on board, and made sail after the privateer. At eleven I saw his Majesty's sloop Snake on our lee-bow; seeing us, she hauled up, and joined in the chase. At three o'clock the privateer, finding that the Eurydice was nearly within gun-shot, and coming up with her very fast, bore up, and attempted to cross the Snake, which she was not able to effect, from the good management of Captain Lewis: she then lowered her sails, and was taken possession of by him. The privateer proved to be L'Hindelle, mounting 14 three and four pounders, 50 men, and commanded by Pierre Merie Dugerdin, belonging to Calais, from whence he sailed on Saturday morning; had taken nothing this cruise. One of the crew I found to be an Englishman, and have confined him till their Lordships' pleasure is made known to me. I am sorry to add, that the surgeon has been obliged to take off the arm of the man that was wounded in the brig; he is now on board of the Eurydice, and hope from the skill and great attention of Mr. Pardie, the surgeon, that he will do well. The brig is called the Diana, of Sunderland, bound to Portsmouth, laden with coals. Great credit is due to the master and crew for the assistance they made to so superior a force.

I have the honour to be, &c.

J. TALBOT.

ADMIRALTY-OFFICE, NOV. 26.

*Extract of a Letter from Lord Viscount Duncan, Admiral of the White, &c. to Evan Nepean, Esq. dated at Falmouth, the 24th instant.*

I transmit, for the information of the Lords Commissioners of the Admiralty, a letter I have received from Lieutenant Searle, commanding the Courier cutter, whom I had ordered to reconnoitre the ports of Helvoet and Flushing, giving an account of his having taken and brought in here, Le Guerier cutter, belonging to Dunkirk, of superior force, and have no doubt this officer's gallantry and good conduct, on the present as well as former occasions, will recommend him to their Lordships' attention.

MY LORD,

Courier, Falmouth Road, Nov. 24.

I have the honour to acquaint your Lordship, that in pursuance of your orders of the 21st instant, I proceeded to sea, and at five P. M. on the day following observed a suspicious sail bringing to a bark, when I hauled my wind to speak them, and in passing the latter was informed the chase was an enemy. I immediately made all possible sail after her, and had the good luck to come up with her next morning at nine A. M. Lowestoffe N. W. by W. ten or twelve leagues, when after a close action of fifty minutes, she struck her colours, and proved to be Le Guerier cutter privateer, mounting 14 guns, four pounders, with 44 men, commanded by Citizen Felix L. Salleniand, out five days from Dunkirk, and had captured the Nile brig, of London, laden with coals.

I think it my duty to notice to your Lordship, I received every assistance and support from Mr. Morgan, the Mate, and the rest of the ship's company; at the same time I have to lament the loss of Mr. Stephen Marsh, the Master, who was killed at the commencement of the action, and two men wounded. The loss on the part of the enemy was four killed and six wounded.

I have the honour to be, &amp;c.

T. SEARLE.

*Copy of a Letter from Vice-Admiral Lutwidge, Commander in Chief of his Majesty's Ships and Vessels in the Downs, to Evan Nepean, Esq. dated the 25th instant.*

SIR,

Inclosed I transmit, for their Lordships' information, a letter from Lieutenant Young, commanding the Ann cutter, giving an account of his having captured a small privateer.—I am, &c. &c. &c.

S. LUTWIDGE.

SIR,

Ann Cutter, Downs, Nov. 25.

I beg leave to acquaint you, that on the evening of the 21st instant, after a chase of five hours, Beachy Head bearing N. N. E. distant three or four leagues, I captured Le Petit Diable French cutter privateer, Monsieur Simon Robert Saltit, Commander, out two days from Dieppe, with small arms only, and eight men on board, the remainder having been sent in a light sloop, cut out of Seaford Roads on the night of the 20th instant, and sent for France.

I have the honour to be, &amp;c.

R. YOUNG, Lieutenant.

ADMIRALTY-OFFICE, NOV. 30.

*Copy of a Letter from Lieutenant Bond, commanding his Majesty's Schooner Netley, to Evan Nepean, Esq. dated Oporto, Oct. 17, 1799.*

SIR,

I beg leave to inclose a copy of a letter written by me to the Earl of St. Vincent, by which my Lords Commissioners of the Admiralty will receive information of the capture of a Spanish schooner privateer and her prize, by his Majesty's schooner under my command.

I have the honour to be, &amp;c.

F. G. BOND.

MY LORD,

Netley, Oporto, Oct. 17.

I have the honour to acquaint your Lordship, that on the 14th, close in with Vigo, the Netley recaptured a brig from Gibraltar, laden with brandy. By dropping the boat, and continuing under a press of sail, we were enabled to cut off the privateer from Bayonne, with the fort of which we exchanged several

shot. She proved a Spanish schooner belonging to Muros, and called *El Orel y los Tres Amigos*, mounting four carriage guns and four brass three-pounders on swivels, with a complement of 52 men.—The prisoners exceeding the number of our remaining crew, I judged it expedient to land them at this place, where they have been delivered to the Spanish Consul, and the necessary receipt for them obtained—I have the honour to be, &c.

F. G. BOND.

*Extract of a Letter from Vice-Admiral Sir Thomas Pasley, Bart. Commander in Chief of his Majesty's Ships and Vessels at Plymouth, to Evan Nepean, Esq. dated Nov. 27.*

The Hope schooner arrived last evening with the small French lugger privateer mentioned in the inclosed letter from Lieutenant Frissell.

SIR, *His Majesty's Hired Lugger Fanny, Nov. 21, 1799, at Sea.*

The Start bearing N. N. W. fifteen leagues, I saw two sail to windward, which I perceived to be an English schooner in chase of a French lugger, then running before the wind, and upon my hoisting French colours the lugger kept for us. At eleven o'clock A. M. we fired two shots at the lugger, when she immediately struck, and proves to be a French privateer belonging to Granville, armed with swivels and small arms, and 13 men; out one day; had taken nothing—I am, &c.

*Sir Thomas Pasley, Bart.*

W. FRISSELL.

*Copy of a Letter from Vice-Admiral Lutwidge, Commander in Chief of his Majesty's Ships and Vessels in the Downs, to Evan Nepean, Esq.*

SIR, *Nov. 28.*

I herewith transmit to you, for the information of my Lords Commissioners of the Admiralty, a letter from Lieutenant Lanyon, of the Kent hired cutter, acquainting me with his having captured, on the 26th instant, a small French lugger privateer.—I am, Sir, &c.

SKEFFINGTON LUTWIDGE.

SIR, *His Majesty's Hired Cutter Kent, Downs, Nov. 28, 1799.*

I beg leave to acquaint you, that on the 26th instant, the North Foreland bearing W. by S. five leagues, at eight P. M. I fell in with, and captured, a French lugger privateer, from Calais, called the Four Brothers, Citizen Charles Desobier, Captain, carrying four guns four pounders, besides swivels and small arms, and 24 men; had been out of Calais one day, and had not taken any vessel; and have sent the privateer to Ramsgate. I have the honour to be, &c.

W. LANYON.

ADMIRALTY-OFFICE, DEC. 7.

*Copy of a Letter from Admiral Lord Viscount Duncan, to Evan Nepean, Esq. dated Yarmouth, the 3d instant.*

SIR,

I transmit, for the information of the Lords Commissioners of the Admiralty, a letter from Captain Dunbar, of his Majesty's sloop Driver, giving an account of his having captured and brought in here this morning Le Barras schooner privateer, belonging to Dunkirk, manned principally with Danes and Swedes.

I am, &c. DUNCAN.

MY LORD,

*Driver, Yarmouth Roads, Dec. 3.*

The early return of his Majesty's sloop under my command to this anchorage, from the service she was employed upon, has been occasioned by my wish to land 57 French prisoners that composed the officers and crew of a very fine schooner privateer Le Barras, of 14 guns, belonging to Dunkirk, out four days from Ostend, commanded by Citizen Fromentin; which vessel I captured (the Vigilant hired cutter in company) on the 30th ult. ten leagues N. W. of the Texel. I am happy to add she had only made one prize, the Jane of Hull, from Sunderland, with coals for Embden; the master and part of the seamen I found on board the schooner, making in all 67 in number.

I have the honour to be, &c.

J. DUNBAR.



*Copy of a Letter from Admiral Lord Duncan, to Evan Nepean, Esq. dated Falmouth Roads, 4th Dec.*

SIR,

I take great pleasure in transmitting to you, for the information of the Lords Commissioners of the Admiralty, a letter I have just received from Captain Temple, of his Majesty's sloop *Jalouse*, giving an account of his having captured the French lugger privateer the *Fantasie*, belonging to Dunkirk, which I had sent him in quest of on the 24th of last month, and have no doubt the uniform zeal and exertion of this officer will meet with due attention from their Lordships.—I am, &c.

DUNCAN.

MY LORD,

*Jalouse, at Sea, Nov. 30.*

Yesterday I had the good luck to fall in with the privateer your Lordship sent me in quest of, and after a chase of five hours I captured her. She is a new copper bottomed lugger, of 14 guns and 60 men, called the *Fantasie*, of Dunkirk, and had the day before taken four laden colliers, close in with *Flam-bro' Head*. I determined to get towards Ostend, and this day I retook the *Sally* of Lynn, one of her prizes; the others I have great hopes of falling in with. I feel great pleasure in having rescued four masters, and thirty-five British seamen from the horrors of a French prison. The lugger is just refitted, well stored, cost 2600 l. sterling, and I think well calculated for his Majesty's service.—I have the honour to be, &c.

J. TEMPLE.

*Enclosure from Vice Admiral Lutwidge, Commander in Chief of his Majesty's Ships and Vessels in the Downs, Dec. 3.*

SIR,

*Racoon, Downs, Dec. 3.*

I beg leave to acquaint you, that yesterday morning at day-light, Portee E. S. E. I fell in with a French lugger privateer, to which I immediately gave chase, and an hour after I had the satisfaction to capture her. She proves to be *Le Vrai Decide*, of 14 guns, four swivels, and 50 men, (nine of whom had been left on shore when she sailed, commanded by Citizen Desgardri, belongs to Boulogne, out thirty hours, in company with three others, and had not taken any thing. His Majesty's ship *Cormorant* was in sight, and joined in the chase. I have the honour to be, &c.

*To S. Lutwidge, Esq. Vice Adm. &c.*

R. LLOYD.

*Copy of a Letter from Vice-Admiral Lutwidge to Evan Nepean, Esq. dated the 5th inst.*

SIR,

I have the pleasure of transmitting for the information of my Lords Commissioners of the Admiralty, a letter which I have received from Captain Lloyd, of his Majesty's sloop *Racoon*, giving an account of his having captured on the 3d inst. *L'Intrepide* French privateer, of 16 guns and 60 men, belonging to Calais. The *Racoon* anchored in the Downs this morning; and I have the satisfaction of learning from Lieutenant Coxwell, that the wound which Captain Lloyd has received in the head from a half pike is not dangerous. He also informs me, that soon after the action the *Stag* cutter joined, and went in pursuit of the brig mentioned in Captain Lloyd's letter.

SIR,

*Racoon, Dover Roads, Dec. 4.*

I beg leave to acquaint you, that yesterday, at ten P. M. Dover north about five or six miles, I observed a lugger board a brig; I soon discovered her to be an enemy, and made all sail in chase; after a running fire of about forty minutes I laid her alongside, when we were received with a smart fire from the cannon and small arms, which was immediately returned with success. Finding themselves unable to make any further resistance, bowsprit and foremast gone, they thought it fit to strike. She proves to be *L'Intrepide*, of Calais, mounting 16 guns and 60 men, quite new, commanded by Citizen Saillard, sailed from Boulogne four o'clock yesterday evening. I feel myself much indebted to Lieutenant Coxwell (the only commissioned Officer I had on board) for the great assistance I received from him, as well as the other Officers and men for their attention in obeying my orders. It is with satisfaction I have to state (through



Providence) that there is only one man wounded, and myself slightly. The privateer has lost thirteen in killed and wounded. I am sorry to state that the brig captured was the Welcombe, from London to Plymouth, with malt; and it was out of my power to pursue her, as I must have lost my foremast, all my foreshrouds being gone on the starboard side. It gives me particular pleasure to have deprived the enemy of a vessel which they considered the largest and best sailer from Calais; and have the honour to be, &c.

R. LLOYD.

To S. Lutwidge, Esq. V. A. of the Red, &c.

SIR,

*Atalante. at Sea, Dec. 4.*

I have the honour to acquaint you, that this morning, at half past eight, I observed a lugger in the S. W. hovering round and boarding a brig, to which I gave immediate chase; finding we came rapidly up, she cast off the tow-rope, and at a quarter past eleven, I sent the Master in the jolly-boat, without heaving-to, to take possession of the brig, left without a soul on board, and continued the chase of the privateer, then four or five miles ahead; at four P. M. in a fair chase I had the satisfaction to come up with and take her; Le Succes, of Boulogne, Francois Matthieu Blondin, Master, mounting six-carriage guns, and 48 men, six days from Boulogne, and taken nothing else. I found the crew of the prize on board, and learn her to be the Martha of London, Edward Lewington, Master, from London, bound to Belfast, laden with sundries, taken by the privateer last night to the westward of Dungeness.

I have the honour to be, &c.

To Vice-Admiral Lutwidge, &c.

A. J. GRIFFITHS.

ADMIRALTY OFFICE, DEC. 10.

*Extract of a Letter from Vice Admiral Lutwidge, Commander in Chief of his Majesty's Ships and Vessels in the Downs, to Evan Nepean, Esq. dated the 8th inst.*

Lieutenant Wildey, in the Camperdown cutter, has anchored in the Downs, and delivered to me the inclosed letter, stating his having captured yesterday evening, and sent into Dover, Le Republicaine French privateer, with twenty men and small arms.

SIR,

*Camperdown Cutter. at Sea, Dec. 7.*

In pursuance of your orders of the 25th ult. I beg leave to inform you, for the information of the Lords Commissioners of the Admiralty, at eight P. M. I fell in with and captured, close to the South Foreland, the Republicaine French privateer lugger, burthen twelve tons, from Boulogne, Citoyen Jean Baptiste Carré, Commander, carrying twenty men, with small arms, &c. had made no captures whatever, having sailed in the afternoon.

I have the honour to be, &c. &c.

Vice Admiral Lutwidge, &c.

HENRY WILDEY.

ADMIRALTY-OFFICE, DEC. 10.

*Copy of a Letter from Vice Admiral Sir Thomas Pasley, Bart. Commander in Chief of his Majesty's Ships and Vessels at Plymouth, to Evan Nepean, Esq. dated the 8th instant.*

SIR,

Herewith I have the satisfaction to transmit to you, for their Lordships' information, two letters that I received from Lieutenant Tomlinson, commanding his Majesty's hired armed schooner the Speedwell, stating his having, in company with the Valiant lugger, commanded by Lieutenant Maxwell, captured the two French privateers therein mentioned; on which occasions much praise is due to these Officers for their vigilant and alert conduct.

The Speedwell and Valiant arrived last night with their prizes.

And the May brig belonging to Guernsey, that had been captured by the Providence French privateer on the 3d instant, and recaptured the following morning by his Majesty's sloop Sullisante off the Isle of Bas, arrived here last evening; and the Prize Master informs me he left the Sullisante in chase of the privateer, with every prospect of speedily coming up with her.

I am, &c.

THO. PASLEY.

SIR,

*Speedwell, at Sea, Dec. 5.*

I have the honour to inform you, that I have this day, the Valiant in company, Island of Guernsey bearing S. E. distant five leagues, after a chase of six hours, captured L'Heureuse Esperance French lugger privateer, of St. Maloes, mounting 14 three-pounders, eight of which were thrown overboard before we came up with her. She had on board but twenty-four men, having manned four prizes since the commencement of this cruise. A brig belonging to Beaumaris she took this morning after a considerable resistance, I am in hopes to fall in with before she reaches the French coast. I remain, &c &c. &c.

ROBERT TOMLINSON.

SIR,

*Speedwell, at Sea, Dec. 6.*

I have the honour to inform you, that in addition to our success of yesterday, we have this evening, the Valiant in company, and Swin Islands bearing south about two miles, after a chase of nine hours (the last hour and ten minutes being a running fight) captured a French brig privateer, of 14 six-pounders, and 58 men, called L'Heureuse Speculateur, of Granville, Citizen Louis Joseph Quoniam, Commander. She has been out four days without taking any thing. She is a remarkable fast sailer, and has done a great deal of mischief to the English trade. The enemy had a man killed and seven wounded, without, I am happy to add, having done us any damage. I am, &c.

ROBERT TOMLINSON.

## ADMIRALTY OFFICE, DEC. 14.

*Copy of a Letter from John Thomas Duckworth, Esq. Rear-Admiral of the White, to Evan Nepean, Esq. dated on board his Majesty's Ship Leviathan, Port Mahon, the 3d Sept. 1799.*

SIR,

I inclose, for the information of the Lords Commissioners of the Admiralty, a list of prizes captured by the squadron employed at Minorca, between the 2d of August and the 4th of September, 1799.

I have the honour to be, &amp;c. &amp;c.

J. T. DUCKWORTH.

*List of Vessels captured by the Squadron employed at Minorca, between the 2d of August and the 4th of September.*

Brig laden with salt; taken by the Powerful, Majestic, and Vanguard; Master and crew deserted.

Zebec (No. 25), from Tarragona bound to Barcelona, with 4000 reams of paper, on account of the King of Spain; taken by the boats of his Majesty's ships Vanguard and Zealous.

Latteen sail vessel (No. 19), from Tarragona bound to Barcelona, laden with paper, wine, and corn; taken by ditto.

Latteen sail vessel, from Tortola bound to Barcelona, with pine timber for ships or building; captured by ditto.

Single latteen sail boat, laden with wheat; taken by the Vanguard; boat being old, let go with the passengers and old men.

Single latteen sail-decked boat, quite new (No. 184), from Tarragona bound to Barcelona, with 130 quarters of wheat; taken by the Zealous.

Single latteen sail-boat with 160 quarters of wheat; taken by the Zealous; boat being old, let go with the old men, passengers, and boys.

J. T. DUCKWORTH.

*Copy of a Letter from Lieutenant Bond, commanding his Majesty's Schooner Netley, to Evan Nepean, Esq. dated off Lisbon, Nov. 28.*

SIR,

I have just time to communicate to my Lords Commissioners of the Admiralty, the arrival of his Majesty's schooner Netley, off this port with two Spanish lugger privateers taken on the 14th instant, and on this day; also a lugger taken on the 24th by his Majesty's ship Castor in sight of the Netley with which I bore up from Oporto, agreeable to written orders from Captain Gower. The Walsingham packet is this moment under our stern, which will be a sufficient apology for the brevity of this letter. On my arrival at Lisbon, I shall do myself the honour of transmitting the particulars of my proceedings, with the account of two additional recaptures of brigs from Newfoundland.

I have the honour to be, &amp;c.

F. C. BOND.

## LIST OF

## POST CAPTAINS, COMMANDERS, AND LIEUTENANTS,

*Who have been made since the Commencement of the Year 1799, with the Dates of their Commissions.*

## POST CAPTAINS.

| <i>Names.</i>        | <i>Seniority.</i> | <i>Names.</i>               | <i>Seniority.</i> |
|----------------------|-------------------|-----------------------------|-------------------|
| John Crawley,        | 3d January        | John Rennie,                | 3d Septem.        |
| Thomas Manby,        | 2d Ditto          | James Oswald,               | 3d Ditto          |
| James O'Brien,       | 14th February     | Francis Vasey,              | 16th Ditto        |
| David Lloyd,         | 1st March         | Henry Garrett,              | 16th Ditto        |
| William Sanderson,   | 1st Ditto         | Nathaniel Portcock,         | 28th Ditto        |
| Richard Matson,      | 2d Ditto          | Walter Bathurst,            | 24th October      |
| Richard Ruggitt,     | 21st April        | Adam Drummond,              | 30th Ditto        |
| John Mackellar,      | 27th Ditto        | Right Hon. Lord Wm. Stuart, | 9th Novem.        |
| James Oughton,       | 15th May          | Robert Hall,                | 15th Ditto        |
| George Barker,       | 8th June          | Thomas Sparke,              | 3d Decem.         |
| Richard Williams,    | 27th Ditto        | Robert Lloyd,               | 6th Ditto         |
| Mihael Halliday,     | 29th Ditto        | William Grosvenor,          | } 26th Ditto      |
| William Granger,     | 2d July           | Adrian Remon,               |                   |
| John Chambers White, | 2d August         | Sir Joseph Lyles, Knt.      |                   |
| Charles Campbell,    | 2d Ditto          | John Chesshyre,             |                   |
| George White,        | 30th Ditto        | Thomas Witlewrange Clayton, |                   |
| Adam Mackenzie,      | 2d Septem.        |                             |                   |

## COMMANDERS.

|                             |               |                            |              |
|-----------------------------|---------------|----------------------------|--------------|
| Philip Bwes Vere Broke,     | 2d January    | Charles Elphinstone,       | 14th August  |
| Robert Philpot,             | } 3d Ditto    | George Ross,               | 19th Ditto   |
| Francis William Austen,     |               | John Smollett Rouett,      | 28th Ditto   |
| John Westworth Loring,      | 14th February | Henry West,                | 30th Ditto   |
| James Courts Crawford,      | 1st March     | James Sade,                | 2d Septem.   |
| Joseph Baker,               | 1st Ditto     | George Ralph Collier,      | 3d Ditto     |
| John Hayes,                 | 22d Ditto     | Henry Compton,             | 3d Ditto     |
| Henry Matson,               | 29th Ditto    | William Goate,             | 16th Ditto   |
| James Andrew Worth,         | 30th Ditto    | William Syme,              | 16th Ditto   |
| Leux Thompson,              | 6th April     | William Ricketts,          | 23d Ditto    |
| Samuel Campbell Rowley,     | 8th Ditto     | David Gilmour,             | 28th Ditto   |
| John Melhuish,              | 17th Ditto    | Henry Stuart,              | 7th October  |
| Philip Hue,                 | 20th Ditto    | William Parker,            | 10th Ditto   |
| Thomas George Shortland,    | 21st Ditto    | Jame Delymple,             | 14th Ditto   |
| John Munce,                 | 1st Ditto     | William Wood Sionhouse,    | 14th Ditto   |
| Buckley Mackworth Praed,    | 23d Ditto     | Bridges Watkinson Taylor,  | 17th Ditto   |
| George Long,                | 24th Ditto    | Edward Jekyll Canes,       | 22d Ditto    |
| John Whyte,                 | 29th Ditto    | Edward Thornbrough Parker, | 25th Ditto   |
| Samuel Mortley,             | 29th Ditto    | Alexander Skene,           | 16th Novem.  |
| George Ormsby,              | 4th May       | George Miller,             | 18th Ditto   |
| Thomas Duval,               | 25th May      | William French,            | 19th Ditto   |
| John Harward,               | 25th June     | Marcus Samuel Hill,        | 19th Ditto   |
| Edward Walpole Browne,      | 29th Ditto    | Thomas Scarfe,             | 26th Ditto   |
| George Jardine,             | 3d July       | George Blake,              | 28th Ditto   |
| Jarrel Erection,            | 27th Ditto    | Edward Sharp Clay,         | 3d Decem.    |
| John Rowe,                  | 26th Ditto    | Andrew Brown,              | 6th Ditto    |
| Philip Facey,               | 2d August     | John Burn,                 | 12th Ditto   |
| John Little,                | 3d Ditto      | William Foote,             | 16th Ditto   |
| Charles Dalwood,            | 6th Ditto     | Charles Haw,               | 26th Ditto   |
| Henry Coombe,               | 8th Ditto     | Thomas Richbell,           | } 26th Ditto |
| Lucius Hardyman,            | 12th Ditto    | John Richard,              |              |
| William Standway Parkinson, |               | Thomas Janet,              |              |

## LIEUTENANTS.

|                        |              |                                  |              |
|------------------------|--------------|----------------------------------|--------------|
| Thomas Burton,         | 1st January  | Charles Champion,                | 5th February |
| John Davis,            | 4th Ditto    | Thomas William Birchall,         | 7th Ditto    |
| William Price,         | 4th Ditto    | George McCulloch,                | 8th Ditto    |
| John Taylor,           | } 5th Ditto  | David Little Cough,              | 9th Ditto    |
| Charles Kelly, (2d)    |              | George Prescott Allen,           | 9th Ditto    |
| Thomas Constable,      | } 7th Ditto  | James Abolour,                   | 11th Ditto   |
| Thomas Thomas,         |              | Hen. Duncrobie Heydell Bouverie, | 16th Ditto   |
| Henry Lowcay,          | } 8th Ditto  | Henry Lough,                     | 16th Ditto   |
| David Williams, (2d)   |              | Charles Cawallis Skelton,        | 18th Ditto   |
| Joseph Arcton Nicholl, | 8th Ditto    | George William Henry Knight,     | 5th March    |
| Robert Ramsay,         | 8th Ditto    | Philip Dunnesque, (2d)           | 7th Ditto    |
| John Norton,           | 8th Ditto    | Charles Harford,                 | 8th Ditto    |
| John Morell,           | 9th Ditto    | Fell Remmer,                     | } 9th Ditto  |
| John Trelawney,        | 10th Ditto   | John Tarrcock,                   |              |
| Alexander Lindsay,     | 12th Ditto   | William Belamy,                  |              |
| Charles Malchin,       | 12th Ditto   | Thomas Dyer,                     | 11th Ditto   |
| Charles Cumby,         | 14th Ditto   | George Nimis,                    | 12th Ditto   |
| John Bray,             | 15th Ditto   | William Kamage,                  | 14th Ditto   |
| John Cressleman,       | 18th Ditto   | Thomas Sykes,                    | 14th Ditto   |
| John Higgs,            | 22d Ditto    | Henry James L. fird,             | 16th Ditto   |
| William Hunt,          | 24th Ditto   | James Craigton,                  | 22d Ditto    |
| John Futiaid,          | 4th February | Peter Hasty,                     | 23th Ditto   |
| William Chester,       | 5th Ditto    | James McDermott,                 | 21st Ditto   |

| Names.                    | Seniority.   |
|---------------------------|--------------|
| Thomas Bright,            | 22d March    |
| Henry Ambrose,            | 25th Ditto   |
| Mark Robinson Lucas,      | 26th Ditto   |
| Edward Gies,              | 30th Ditto   |
| Joseph Marrett,           | 5th April    |
| James Hodgson,            | 11th Ditto   |
| Coin Milne,               | 12th Ditto   |
| Molyneux Shuldham,        | 15th Ditto   |
| William Dean,             | 15th Ditto   |
| Thomas Mansell,           | 17th Ditto   |
| Charles Frederick Payne,  | 18th Ditto   |
| James Crawley,            | 20th Ditto   |
| John Seeger,              | 20th Ditto   |
| Abel Ferris,              | 22d Ditto    |
| William Kelly, (2d)       | 23d Ditto    |
| John Brumhall,            | 24th Ditto   |
| Burley Reynolds,          | 27th Ditto   |
| Robert Giles,             | } 29th Ditto |
| William Pye,              |              |
| Nisbet Glen,              | } 3d May     |
| Abel Hawkins,             |              |
| James Welsh,              | 3d Ditto     |
| Edward Hamilton Clark,    | 5th Ditto    |
| John Sheppard,            | 10th Ditto   |
| William Isaac Scott,      | 10th Ditto   |
| Thomas Foulerton,         | 11th Ditto   |
| Francis Hastings,         | 11th Ditto   |
| Daniel Ross,              | 12th Ditto   |
| John Bellamy,             | 15th Ditto   |
| Edward Tucker,            | 21st Ditto   |
| John Odell,               | 21st Ditto   |
| John Mackie,              | 27th Ditto   |
| David Ashmount Dickson,   | 27th Ditto   |
| Robert Henderson,         | 29th Ditto   |
| Thomas Stevenson,         | 31st Ditto   |
| William Norman,           | 31st Ditto   |
| Thomas Southey,           | 1st June     |
| Andrew Hardy,             | } 3d June    |
| Robert Julian,            |              |
| Coan McDonnell,           | } 4th Ditto  |
| Henry Wharley,            |              |
| Gillies McGear,           | 5th Ditto    |
| Richard Longfield Davies, | 8th Ditto    |
| Thomas Roger Ridge,       | 14th Ditto   |
| Henry Kennett,            | 19th Ditto   |
| William Gilchrist,        | 23d Ditto    |
| Scott Cnoxall,            | 26th Ditto   |
| John Lawrence, (2d)       | } 28th Ditto |
| New Stewart,              |              |
| David Johnston,           | } 3d July    |
| John Campbell Cole,       |              |
| John Barcon Collins,      | 3d Ditto     |
| Thomas Orde,              | 5th Ditto    |
| Duncan Lousted,           | 5th Ditto    |
| Francis Mason,            | 8th Ditto    |
| John Hennesy,             | 10th Ditto   |
| George Ganvill,           | } 13th Ditto |
| Richard Wales,            |              |
| William Robillard,        | 15th Ditto   |
| Matthew Lovell,           | 15th Ditto   |
| William Hobbs,            | 17th Ditto   |
| John Mackenzie, (2d)      | 17th Ditto   |
| Thomas Nesbitt,           | 18th Ditto   |
| James Black, (2d)         | 20th Ditto   |
| William Hannan,           | 22d Ditto    |
| Major Jacob Henniker,     | 23d Ditto    |
| William George Maude,     | } 24th Ditto |
| James Galloway,           |              |
| Nathaniel Swan,           | } 25th Ditto |
| Thomas Pollard,           |              |
| William Henderson,        | } 26th Ditto |
| John Couch,               |              |
| Charles Moore Wilmot,     | 26th Ditto   |
| Philip Soley,             | 26th Ditto   |
| John B. Hett,             | 31st Ditto   |
| Richard Crawford,         | 31st Ditto   |
| John Mairne, (2d)         | 1st August   |
| Hon. John Astley Bennett  | 2d Ditto     |
| William Perkins, (2d)     | 2d Ditto     |
| Samuel Thomas Desclat,    | 3d Ditto     |
| Charles Rice,             | 7th Ditto    |
| William Heat,             | 8th Ditto    |
| James Hown Lloyd,         | } 8th Ditto  |
| Joseph Dewnap,            |              |
| Henry Collier,            | } 9th Ditto  |
| William James,            |              |
| William Lewis,            | } 12th Ditto |
| Philip Heppman, (2d)      |              |
| James Campbell,           | 14th Ditto   |
| William Robert Smith,     | 14th Ditto   |
| William Davies, (2d)      | } 15th Ditto |
| Edward Southcott,         |              |
| James Southcott,          |              |

| Names.                          | Seniority.    |
|---------------------------------|---------------|
| George Stone,                   | } 16th August |
| Philip Richardson,              |               |
| Robert Carthew Reynolds,        | } 17th Ditto  |
| Ernest Brown,                   |               |
| John Pyne,                      | 19th Ditto    |
| Daniel Shewen,                  | 19th Ditto    |
| Thomas Groube,                  | 21st Ditto    |
| Sommerled McDonnell,            | 23d Ditto     |
| John Roberts, (2d)              | 24th Ditto    |
| Charles Sibthorp John Hawtayne, | 24th Ditto    |
| William Knight, (2d)            | } 26th Ditto  |
| James Edward Lewis,             |               |
| Edmund Ker Cran toun Bacon,     | } 27th Ditto  |
| Jeremiah Skelton,               |               |
| Thomas Graham,                  | 27th Ditto    |
| Samuel Bassan,                  | } 29th Ditto  |
| George Lewis Kerr,              |               |
| Bentinck Cavendish Doyle,       | } 29th Ditto  |
| Thomas Cookes,                  |               |
| Hon. Edward Rodney,             | } 30th Ditto  |
| Francis Jackson Snell,          |               |
| Aidan Stewart,                  | } 31st Ditto  |
| Richard William Jenny,          |               |
| Thomas Alford,                  | 2d Septem.    |
| Charles Camberlayne Irvine,     | 2d Ditto      |
| Rice Morgan,                    | 4th Ditto     |
| James Valobra,                  | } 5th Ditto   |
| William Avery,                  |               |
| William Evelyn,                 | } 6th Ditto   |
| William Hodge,                  |               |
| Benjamin Weir,                  | 7th Ditto     |
| Benjamin Symes,                 | 7th Ditto     |
| Robert Lie Coulson,             | 7th Ditto     |
| William Napier,                 | 10th Ditto    |
| John Cooke,                     | 10th Ditto    |
| Frederick Bedford,              | 11th Ditto    |
| John Langdon,                   | 12th Ditto    |
| Henry Garnett Gilbert,          | 12th Ditto    |
| Thomas Whynates,                | 13th Ditto    |
| Thomas Consett,                 | 13th Ditto    |
| Henry Smith Wilson,             | 14th Ditto    |
| William Swiney,                 | 14th Ditto    |
| Daniel Weld,                    | 15th Ditto    |
| Charles Claridge,               | 15th Ditto    |
| William Major,                  | 16th Ditto    |
| John Frazier,                   | 16th Ditto    |
| Alexander Austin Forrest,       | 17th Ditto    |
| John Myers Greer,               | 17th Ditto    |
| William Cady Farrow,            | 18th Ditto    |
| Augustus Vere Drury,            | 18th Ditto    |
| John Childs,                    | 19th Ditto    |
| Thomas O'Brien,                 | 20th Ditto    |
| William Sandford Oliver,        | 20th Ditto    |
| George Thomas,                  | 21st Ditto    |
| William Haydon,                 | 21st Ditto    |
| Thomas Lepart,                  | 22nd Ditto    |
| George Adm Ross,                | 23d Ditto     |
| David Barron,                   | 23d Ditto     |
| Hon. Alexander John Stewart,    | 24th Ditto    |
| Thomas Lane,                    | 24th Ditto    |
| George Woodhouse,               | 25th Ditto    |
| James Green,                    | 25th Ditto    |
| Frederick Theisger,             | 26th Ditto    |
| Giles Snelgar,                  | 26th Ditto    |
| David O'Brien Casey,            | 27th Ditto    |
| William Mather,                 | 27th Ditto    |
| William Farington,              | 28th Ditto    |
| Anthony Hunt,                   | 28th Ditto    |
| Charles Sheldon Timms,          | 29th Ditto    |
| James Cooke, (2d)               | 29th Ditto    |
| Caleb Infield,                  | 30th Ditto    |
| William Sargent,                | 30th Ditto    |
| Edward Lyon,                    | 31st Ditto    |
| George Rennie,                  | 31st Ditto    |
| Nicholas Bell,                  | 1st Novem.    |
| Frederick Ramsey,               | 2d Ditto      |
| Robert Trotter,                 | 3d Ditto      |
| Joseph Lewis,                   | 4th Ditto     |
| William Munn,                   | 5th Ditto     |
| Edward Moriarty,                | 5th Ditto     |
| Joseph Pearce,                  | } 19th Ditto  |
| George Porter,                  |               |
| Samuel Burgess,                 | 19th Ditto    |
| George Roich,                   | 20th Ditto    |
| William Atkins,                 | 20th Ditto    |
| Jasper Scambler,                | 21st Ditto    |
| Thomas Duxey Finney,            | 21st Ditto    |
| Thomas White,                   | 22nd Ditto    |
| William Isaac Pearce,           | 22nd Ditto    |
| William McKenzie,               | 23d Ditto     |
| Thomas King,                    | 23d Ditto     |
| Thomas Browne Thompson,         | 24th Ditto    |
| Richard Cox,                    | 24th Ditto    |



| <i>Names.</i>                   | <i>Seniority.</i> | <i>Names.</i>                            | <i>Seniority.</i> |
|---------------------------------|-------------------|------------------------------------------|-------------------|
| James Edward Smith,             | 26th Novem.       | Hugh Pearson,                            | 11. Decem.        |
| Charles Patriarch,              | } 26th Ditto      | Brian Hodgson,                           | 14th. 1. to       |
| Charles Penny,                  |                   | John Demorey,                            | 14th. 1. to       |
| William Buckmaster,             |                   | Robert Farnhawe,                         | 14th. 1. to       |
| George George,                  |                   | George Jackson,                          | 14th. 1. to       |
| John Orchard,                   |                   | John Cookesley,                          | 16th. 1. to       |
| William Jones,                  | 28th Ditto        | Edwin James,                             | 16th. 1. to       |
| William Cullis,                 | 29th Ditto        | Robert Thed,                             | 17th. 1. to       |
| Edward Primrose Tregurtha       | 2d Decem.         | John Page,                               | 28th. 1. to       |
| William Henry Smith             | 3d Ditto          | Michael Adams,                           | 29th. 1. to       |
| Young Appleby,                  | 4th Ditto         | Henry Petter Malpas,                     | 29th. 1. to       |
| Hugh C. Merion,                 | 5th Ditto         | John Julian,                             | 29th. 1. to       |
| Augustus Leveson Rogers Collins | 5th Ditto         | Joseph Winnam Davis,                     | 29th. 1. to       |
| Charles M'Kenzie,               | 9th Ditto         | William Cathie,                          | 30th. 1. to       |
| Henry Naylor,                   | 10th Ditto        | Andrew Cunningham,                       | 31st. Ditto       |
| Joseph Noursey,                 | 10th Ditto        | Thomas Ball Sullivan, Junior Lieutenant. | H.                |

### Promotions and Appointments.

(FEBRUARY—MARCH 1800.)

*Whitehall, Feb. 1.* The King has been pleased, by letters patent under the Great Seal of Great Britain, to confer the dignity of a Knight of the said Kingdom unto Edward Hamilton, Esq. Captain in the Royal Navy, and Commander of his Majesty's Ship the *Surprise*.

Sir Andrew Mitchell's being created a Knight of the Bath (page 643, vol. II.) bears the date, in the Gazette, of January the eighth.

J. S. Horton, Esq. Commander of the *Fairy*, is made Post.

Captain Warren, son of the late Dr. Warren, succeeds Captain Horton.

Captain Presland is appointed to the *Regulus*, at Woolwich.

Lieutenant Guyon, of the Unicorn cutter, is appointed to *L'Anacreon* brig; and Lieutenant Henry Rowed to the Unicorn.

Captain Bowen is appointed to the *Alligator*.

Captain Colby is appointed to the *Dido*, and Captain Hatley to the *Winchelsea*, both troop ships.

Captain Isaac Wooley is appointed to the *Circe*, of 28 guns, fitting at Sheerness.

Captain Bingham is appointed to the command of the *America*, of 64 guns, on board of which Sir William Parker will hoist his flag for the Halifax station, to succeed Admiral Vandeput.

Lieutenant R. Curtis, son to Sir Roger Curtis, is promoted to the rank of Master and Commander, and appointed to the command of his Majesty's sloop *Rattlesnake*, at the Cape.

Lieutenant George Morris, late of the *Ardent*, is appointed to the command of the *Queenborough* hired armed cutter.

John Kent, Purser of the *Resolution*, is appointed to the *Atlas*.

Lieutenant Tatham, late First of the Director, is appointed to the command of the *Lion* cutter.

The *Spartiate*, of 74 guns, a beautiful new ship taken at the battle of the Nile, is commissioned, and the command given to Lord W. Stuart.

Captain Morrison is appointed to the *Thisbe*, of 32 guns.

Lord Bridport has provided for his active and faithful Boatswain, Mr. Little, in the *Royal George*, by getting him appointed to the *sheer-hulk*; a comfortable reward for long meritorious services.

The Lords of the Admiralty have advanced Lieutenant Pengelly, of the *Viper* cutter, for his gallantry in capturing a French lugger privateer of superior force, a Commander in the Royal Navy; and appointed him to the *Pegasus*, 28 guns, fitted as a troop ship.

Lieutenant Joseph Spear, (fourth of the *Jupiter* when bearing Commodore Payne's broad pendant in 1795,) has been advanced to the rank of Commander, and appointed to the *Lilly* brig, 16 guns.

Lieutenant John Serrel is advanced to the rank of Commander, and appointed to the *Echo*, 14 guns.

Charles Laroche, Esq. late Commander of his Majesty's ship *Stork*, 18 guns, has been advanced to the rank of Post Captain, with the command of the *Abergavenny*, 54 guns, Jamaica.

The following Midshipmen, since the commencement of the present year, have been advanced to the rank of Lieutenants.

|                 |                |                     |                |
|-----------------|----------------|---------------------|----------------|
| Andrew Hodge,   | R. Spear,      | William Hutchinson, | William Ward,  |
| Joseph Nugent,  | E. W. Buchan,  | J. R. Bindow,       | The Hon. James |
| Edward Morris,  | Joseph Brown,  | F. D. Schaw,        | Rolls;         |
| R. T. Blachier, | Charles Allen, | John Irons,         |                |

which make the number of Lieutenants on the present establishment amount to two thousand, one-hundred, and twenty-seven.

Captain Bingham is appointed to the command of the *America*, 64 guns, on board of which Admiral Parker is to hoist his flag, on the Halifax station.

Admiral de Winter is appointed Commander of the Batavian fleet.

Thomas Grant, Esq. late Store-Keeper of his Majesty's Dock-yard at Sheerness, succeeds Mr. Butt, at Deptford.

## Naval Courts Martial.

PORTSMOUTH, MARCH 1.

PURSUANT to an order from the Right Honourable the Lords Commissioners of the Admiralty a Court Martial was yesterday held on board the *Gladiator*, in this harbour, on Mr. JOSEPH COLLINGWOOD, Gunner of his Majesty's ship *Amazon*, for drunkenness.—President, the Hon. Adm. Berkeley.—The charge being proved, he was sentenced to be dismissed his ship; but recommended by the Court to serve on board a sloop of war.

Likewise was also tried, on board the same ship, WILLIAM DIMOCK SMITH, Boatswain of his Majesty's sloop *Fairy*, for drunkenness, neglect of duty, and behaving in a contemptuous manner to his Captain.—He was found guilty, and sentenced by the Court to be rendered incapable of serving again as an Officer in the Royal Navy, and to serve before the mast on board such other of his Majesty's ships as the Commander in Chief of his Majesty's ships and vessels at Spithead should direct.

13. This day and the following a Court Martial was held on board his Majesty's ship *Gladiator*, in this harbour, for the trial of Lieutenant JOHN CRESSELMAN, of his Majesty's ship *Druid*, for having absented himself from the said ship without leave, at various times, and for drunkenness.

Rear-Admiral Hon GEORGE BERKELEY, President.

Rear-Admiral Sir R. BICKERTON, Bart.

Captain CHURCH,

Captain PICKMORE,

— TYLER,

— FOLEY,

— RIOU,

— LUKE,

— DURHAM,

— WHITEY,

— BARTON,

— PATERSON,

— BURLTON.

The Court were of opinion, that the Charges had been in part proved against the said Lieutenant Cresselman, and did therefore adjudge him to be dismissed from his Majesty's service, and rendered incapable of ever serving as a Commissioned Officer again.

21. A Court Martial was held on board his Majesty's ship *Gladiator*, in this Harbour, for the trial of WILLIAM WEBB, Boatswain's Mate of his Majesty's ship *Termagant*, for desertion.

Rear-Admiral Sir R. BICKERTON, Bart. President.

The prisoner was found guilty, and sentenced to receive two hundred lashes, on board or alongside such ship or ships as the Commander in Chief at this port should direct. But, in consideration of his very exemplary character, on trying occasions, the Court recommended him to the Lords Commissioners of the Admiralty as an object of mercy.

Same day, a Court Martial was also held on board the same ship, on Mr. KEPPEL GLEYDHALL, Surgeon's Mate of his Majesty's hospital ship *Pegase*, on a charge of embezzling part of the hospital cloathing.—After enquiring into the circumstances, the Court were of opinion, that the Charge had not been proved against the prisoner, and he was therefore acquitted.

Lieutenant J. T. Short, who was lately tried by a Court Martial for the loss of his Majesty's gun-vessel *Contest*, on the late expedition to Holland, and honourably acquitted, is the son of Lieutenant J. J. Short, who bore a commission for upwards of twenty-six years; his grandfather was sixty years a Lieutenant, and his great grandfather was one of Sir Ralph Delaval's Lieutenants in the Beachy-Head fight. His grandfather, Lieutenant Mark Teddeman, was a Lieutenant near thirty years, whose brother was Commodore Teddeman, unfortunately lost at the taking of the Manillas. He has lost one son this war, and has two more bringing up in the service of their country. Has been a Lieutenant near twenty years; his uncle, who was upwards of forty years a Lieutenant, is now superannuated. He has likewise a cousin, now a Captain in the service. A friend to them, and may they be more fortunate than their ancestors!

## MONTHLY REGISTER

OF

Naval Events.

MARCH 17.

## LOSS OF THE REPULSE.

**L**IEUTENANT ROTHERSY, of his Majesty's ship *Repulse*, of 64 guns, Captain Alms. arrived at the Admiralty, with the unwelcome intelligence of the loss of that ship on the French coast. She struck on a rock near *Ushant*, in a violent gale of wind, and notwithstanding the utmost exertions were used by the Captain and Officers to save the men, ten brave sailors unfortunately perished. Captain ALMS and the remainder of the Crew were made prisoners by the people on shore: from whom, we understand, they received all possible assistance in the hour of distress. Lieutenant ROTHERSY, and a few men, came home in the long boat, in which they effected their escape from the wreck.

The following are the authentic particulars of the unfortunate loss of his Majesty's ship *Repulse*, of 64 guns, Captain Alms.

The *Repulse* was one of the ships belonging to the Channel fleet, but had been detached by Sir Alan Gardner to cruise off the Penmarks, for the purpose of intercepting provision vessels going to Brest. On Sunday, the ninth of March, there came on a sudden and violent gale of wind, and the rolling of the ship occasioned an accident to Captain Alms, who, while standing near the companion ladder, was thrown down it, by which one of his ribs was broken, and he was disabled from doing any further duty on the ship's deck.

For two or three days the weather had been so thick, that it was not possible to make any observation, and the current had driven the ship so far out of her reckoning, that about twelve o'clock on the night of the tenth, the *Repulse* struck on a sunken rock, supposed to be the *Nare*, twenty five leagues south east of *Ushant*. She was then going about six knots an hour. The ship continued striking on the rock near three quarters of an hour before she could be brought to wear, and the water rushed in so fast, that the lower deck tier was soon flooded. By great exertions, the ship was kept afloat long enough to be enabled to approach the coast near *Quimper*, and at half past ten o'clock, Captain Alms and the ship's company quitted her, and made good a landing on one of the *Glenans Islands*, about two miles from the Continent. The peasantry on the island gave every assistance, and it is supposed the ship's company have been sent prisoners to *Quimper*.

In the confusion of getting on shore, one of the ship's boats upset with five seamen, who were drowned. Two others were drowned owing to drunkenness; and four more were so drunk, they could not get out of the ship. We believe these are all that perished.

The First and Fourth Lieutenants, two Midshipmen, and eight seamen, preferring the risk of getting safe to England to the horrors of a French prison, betook themselves to the large cutter, and having got a small supply of provisions and bread, steered for *Guernsey*. They had got within eight leagues of the land on the first day, when a gale of wind came on, which drove them towards the French coast and it was not until the fourth day that they reached *Guernsey*, after having undergone the most severe hardships during three days and nights, the waves breaking over the boat so incessantly, that four of the seamen were constantly employed in baling her. The First Lieutenant was landed at *Weymouth* on Sunday.

The *Repulse* had on the day preceding the accident recaptured the *Princess Royal* packet from the *Leeward Islands*, on board of which the Third Lieutenant and ten seamen had been sent. Some apprehensions are entertained on account of her, as she is not yet arrived. The French prize-master was carrying her into *Nantes*. The mail had been taken out by the privateer which captured her.

## COURT OF KING'S BENCH, FEB. 17.

THE KING v. FRASER AND SHAW.

This was a prosecution brought by direction of the Board of Admiralty against the defendants, for forging what is called a *Liberty Ticket*, in order to protect a sailor, named Maxwell, from being impressed. This ticket was apparently signed by Lieutenant Alt, of the sloop *Ant*, giving a week's liberty to Maxwell, one of his crew, when in fact Maxwell did not belong to that vessel, but to an Indiaman. In the course of the trial, it appeared that these false certificates being extremely common, this prosecution was highly proper. The case was fully proved, and the defendants found guilty.

The life-boats \*, some time since presented to the town of North Shields, by his Grace of Northumberland, have proved eminently serviceable during the late storms, in saving the lives of hundreds, who would otherwise, in all probability, have been engulfed in the pitiless tide.

No water has yet been found in the Island of Perim, in the mouth of the Red Sea, and the British cruisers thereabouts are much distressed, not only for that, but other articles.

Letters from Holland state the continued persecution of those persons suspected to have favoured the late unsuccessful invasion of that Country. A Captain in the Batavian Navy, named CUNNIO, and an inferior Officer named VERMBULEN, who had influenced the surrender of his ship, and entered the service of the Prince of Orange, but was afterwards made prisoner, have been, with numerous others, executed.

*March 6.* A Court of Common Council was held at Guildhall, at which Mr. J. Dixon, after having read an extract from the London Gazette, in a neat speech, moved,

“ That the thanks of that Court be presented to Captain Sir E. Hamilton, and the other Officers and crew of his Majesty's ship *Surprise*, for their gallant conduct in cutting out the *Hermione* frigate from the Spanish port of Cavallo; and that the freedom of the City be presented to Sir E. Hamilton in a gold box value fifty guineas;

which was unanimously agreed to.

The Dutch ships, it is now said, are to be purchased by Government from the Stadtholder, who is to remunerate our brave tars by whom they were taken possession of for his Serene Highness.

*Sheerness, March 18* The Navy Board have recently issued orders for the Dutch ships of war which are lying in the River Medway to be surveyed and valued. And the following ships, which were taken possession of by the British squadron under the command of Vice-Admiral Mitchell, in the New Diep, in the Texel, are condemned as prizes, viz. *Broederschop*, of 54 guns; *Hector*, of 44 guns; *Venus*, of 24 guns; *Minerva*, of 24 guns; and the *Drocherland* store ship.

At the *Kingston Assizes*, John Salmon was tried for the murder of William Jones, a sailor, on the 19th of February last, and William Wright, for aiding and assisting. It appeared that the parties, the former a Midshipman, the latter a Lieutenant, were acting in the discharge of their duty in the *Impress Service*. Mr. Wright was acquitted and discharged, on the evidence that he had been expressly employed to impress Jones, and another person of the name of Brown. Though Salmon had given the deceased the wound of which he died, it did not appear that there was any ground for the charge of wilful murder, but that the stab had been given accidentally, when the deceased attempted to escape. Several witnesses gave the prisoner an excellent character, and the jury acquitted him.

\* Respecting the utility of such an institution, vide Vol. III. page 132\*.



## PLYMOUTH REPORT, FROM FEBRUARY 22 TO MARCH 23.

*Feb. 22.* Wind S. E. Fair. An express arrived from Torbay to the Victualling Office, to send over craft with beer to complete the following men of war arrived there, viz. *Temeraire*, 98 guns, Rear-Admiral Whitshed, London, 98, *Venerable* 74, *Hector* 74, *Ramilies* 74, *Pompée* 84, and *Montagu* 74. The latter ship put back to Portsmouth to repair her capstan, which was found defective. Arrived the *Fiorenzo*, 44 guns, Sir H. B. Neale, Bart. from the Bay of Ballyshannon, having returned from convoying out the Oporto and Lisbon fleets.

23. Wind S. E. Fair. Went into Barnpool to refit the damage sustained in the action with *La Pallas*, 44 guns, *La Loire*, 48 guns, Captain Newman. Arrived from Admiral Sir A. Gardner's fleet off Brest, which she left on Tuesday last, having sprung her main mast, the *Edgar*, 74 guns, Captain E. Buller. By the latest accounts from Brest, there are thirty-seven sail of the line ready for sea, viz. twenty-two French and fifteen Spanish men of war—of which twelve sail are victualled for six months, and have troops on board. Arrived from a cruise, the *Danae*, 24 guns, Lord Proby. Sailed on a cruise, the *Anson*, 44 guns, Captain P. C. Durham.

24. Wind S. E. Cloudy.

25. Wind N. E. Cold. Letters from Jamaica, dated in December last, state the arrival at Port Royal, of Lieutenant James Wooldridge, the Officers and crew of his Majesty's late armed schooner *Fox*, of eighteen 18-pounders, and seventy five men. She sailed from Jamaica September 5, 1799, with General Bowles, Chief of the Creek Indians. She was destined to land him in the Gulph of Mexico, and then proceed on a cruise. The *Fox* touched at the Isle of Providence for a pilot, but could not procure one. and proceeded to her place of destination. On the twenty-eighth of September, the Master then sounding, and about three leagues from the shore, she struck on a sand-bank, close by a coral reef or quay, in shoal water, bilged, and fell on her larboard side. The Officers and crew remained all night in the rigging, expecting every moment she would go to pieces: to add to their distress, the boats were all stove. When morning appeared, they got out a little pork upon the reef, and fortunately every Officer and man were safe from the wreck at noon, when the *Fox* fell over, and went to pieces. In this melancholy situation, with a small pittance of pork per day, without any water but what they dug for in the sand, they remained thirty-two days without any prospect of relief. On the thirty-third day they descried a sail, and making signals of distress, which were answered, the sail neared them, sent boats to the reef, which took off safe, though very weak for want of provisions, Lieutenant Wooldridge, General Bowles, and the Officers and crew. She proved to be the Providence privateer, and was on her passage to Jamaica. In the Gulph she met the *Thunderer*, 74 guns, Captain T. Hardy, who took the *Fox*'s Officers and crew on board, and landed them, with General Bowles, all safe at Port Royal the first of December last. A court martial was held on Lieutenant W. his Officers and crew; when after a minute investigation into the cause of the loss of the *Fox*, they were all most honourably acquitted.

26. Wind E. N. E. Cloudy. Arrived the *Cambrian*, 44 guns, Honourable Captain Legge, from the coast of France. She brought back all the arms and money destined for the Chouans.

27. Wind E. N. E. Sailed the *Lady Charlotte*, 12 guns, Lieutenant S. Halliday, with a convoy for the westward. Also the *Urania*, 44 guns, Captain Towry; *Stag*, 36, Captain Yorke; *St. Fiorenzo*, 44, Captain Sir H. B. Neale; and *Childers*, 16, Captain Crawford, on a cruise. Arrived from Guernsey, the *Constantine* Russian frigate, 36 guns; and the *Vulcan*, Thompson, with passengers.

28. Wind E. N. E. Fair. Last evening sailed on a cruise off the Isle of Bas, *La Suffisante*, 16 guns, Captain Whitman; *Hayick*, 18, Captain Bartholomew;

Dasher, 18, Captain Tobin; Spider schooner, 14, Lieutenant Harrison. This day the Robuste 74 guns, Russell 74, and Canada 74, were reported ready for sea. They drop down the harbour for Cawsand Bay the moment the wind shifts. Arrived the Landrich, from St. Domingo for Bremen, detained and sent in by the Havick, 18 guns. Also the Flying Mercurius, from Bourdeaux for Altona, detained and sent in by the Swan cutter.

*March 1.* Wind N. W. Fair. Went into Cawsand Bay, the Raleigh, 74 guns, and Canada 74. Arrived from a cruise, the Indefatigable, 44 guns, Captain Curzon, and the Voltigeur, 18 guns, Captain Shortland.

2. Wind N. E. Cold Rain. Arrived the Diamond, 36 guns, Captain Griffiths, from a cruise. Last night a gun left shotted was fired from a man of war in Hamoaze, which struck a ship a few yards distance, and knocked off a seaman's arm, which was so much shattered, he was conveyed to the Royal Hospital for amputation.

3. Wind N. Cloudy. Arrived La Pallas, 44 guns (Lieutenant Rayner prize master), from Mount's Bay. She went directly up Hamoaze. She is a beautiful new frigate; her first cruise. Arrived La Modeste French letter of marque, of 16 guns, Captain Corrollir, with a valuable cargo of sugar, coffee, cotton, and indigo, valued at 60,000*l.* from the Isle of France to Bourdeaux. The Captain's private venture is estimated at 20,000*l.*

4. Wind N. N. E. Fair.

5. Wind N. E. Cold. Sailed La Nympe, 36 guns, on a cruise off Ushant. Also the Thames, 32 guns, Captain Lukin, to join Admiral Sir A. Gardner's fleet off Brest. Arrived La Vengeance French privateer, of 18 guns, and 174 men, taken the 2d instant, in the Bay, by La Nereide, 36 guns, Captain Watkins, after a long chase. She sailed from Bourdeaux the 28th ult. with La Bellone, of 28 guns, and three other large privateers, which La Nereide chased for several hours; but being fast sailers, and far to windward, they escaped. There are not less than thirty privateers of different sizes now out from Bourdeaux on various stations, from 36 to 16 guns.

6. Wind N. E. Cold. Sailed the Boadicea, 38 guns, Captain Keates, on a cruise, and Danaë, 24 guns, Captain Lord Proby, to the westward. Arrived the Commerce French sloop from St. Maloes, prize to the Chance privateer of Guernsey; Spider schooner from a cruise. Also the Flying Mercurius, of Bremen, from Bourdeaux, detained and sent in by the Swan cutter; which latter arrived off the port, and sailed directly. Also came in the Belle Anne brig, belonging to Jersey, laden with tobacco and staves, from Virginia bound to London, taken the 14th ult. by the General Massena French privateer, of 22 guns and 170 men, and recaptured about one hundred and twenty leagues west of Scilly, by his Majesty's ship Ruby, 64 guns, Captain S. Ferris, on her passage to the Cape of Good Hope. Also the ship Landrake, laden with sugar and coffee, from St. Domingo to Hambro', detained and sent in by the Havick, 18 guns, Captain Bartholomew.

7. Wind N. N. E. Fair. Came in the American ship Perseverance, J. Norman, master, from Baltimore, bound to London, laden with tobacco, sugar, coffee, &c. captured by the Mars French privateer, of 22 guns, and 150 men, and retaken the 3d instant off Ushant, by the Nereide, 36 guns, Captain Watkins. Arrived La Nereide, 36 guns, from a cruise.

8. Wind N. N. W. Snow, Blows Hard. Last night it blew an hurricane, at N. N. E. and shifted to N. N. W. At one o'clock several guns were fired in Hamoaze. This morning it appeared that the Terrible, 74 guns, Captain Worsley, had broke from her moorings in Hamoaze, and being lashed to the sheer hulk, both went on shore on the west-mud: fortunately the tide flowing, they were got off with little damage:

9. Wind S. E. Rain. Letters from the Amethyst, 36 guns, Captain Coates, dated at sea, state, that he had recaptured a very valuable American ship, and sent her for Falmouth. Sailed the Plymouth lugger, Lieutenant Elliott; Voltigeur, 18 guns, Captain Shortland; and Sylph, 18, Captain Dashwood, on a cruise.

10. Wind S. E. Snow and Rain.
11. Wind S. E. Rain. Sailed a cutter with dispatches for the fleet off Brest.
12. Wind F. S. E. Fair. Arrived the Suwarrow, 12 guns, Lieutenant Nicholson, from the Passage du Râz. She fell in with two French luggers of 8 guns, and one French lugger of 10 guns, full of men. Engaged them in a very gallant style, and beat them off; took three chasse marées, one in ballast, and two with wines, in sight of the luggers, which were running away; he boarded and sent the chasse marées for Falmouth and Plymouth.
13. Wind S. E. Mild. Arrived the Sirius, of 36 guns, Captain King, from off Brest. Arrived from Lisbon, the Earl St. Vincent schooner, with dispatches.
14. Wind S. E. Blows Hard.
15. Wind S. E. Rain. Arrived a cartel from Morlaix, with British prisoners. Also the Amethyst frigate, Captain Coates, from a cruise.
16. Wind N and N. W. Fair and Mild. Arrived La Josephine cutter privateer, of 6 guns and 30 men, captured in the Channel by the Suffisante, of 16 guns, Captain Wittman. Sailed to join the Repulse, 64 guns, and Agamemnon, 64, cruising off the Penmarks, La Nereide, 36 guns, Captain Watkins, and the Suwarrow armed schooner, Lieutenant Nicholson. Passed by Lord Bridport from Torbay, with fifteen sail of the line and four frigates, to join the Channel fleet off Brest. His Lordship was joined off the Sound by the Impetueux, 84 guns, Sir E. Pellew, Bart; Canada, 74, Honourable M. De Courcy; and Russell, 74, Captain H. Sawyer.
17. Wind N. E. Fair and Mild. Came in La Sophie, with brandy and wine for the French fleet, taken by the Agamemnon, 64 guns, off the Penmarks. Also the Joseph armed lugger, and the Fanny lugger, from the westward.
18. Wind N. W. Fair.
19. Wind N. E. Fair. Arrived the Santa Margarita, 36 guns, from conveying out the West India convoy from Cork. Went into dock the Glenmore, 36 guns, Captain Duff.
20. Wind N. Fair. Arrived the Brilliant frigate from Lisbon. She was put under quarantine, having been in the Straits. She parted with her convoy in a gale of wind a few days after she left Lisbon. Sailed on a cruise to the westward, the Fisgard, 48 guns, Captain T. B. Martin. The Cambrian, 44 guns, Honourable Captain Legge, is now waiting in the Sound for Admiralty orders. Letters received this day from the Alcmene, 36 guns, Captain Digby, state, she was well, cruising on the Spanish coast, and had recaptured and dispatched for England a valuable ship from the Straits, with silks and bale goods, belonging to Liverpool. Two more galleon frigates were expected, viz. La Gloire, 32 guns, and El Glorioso, 36, which it is hoped will enrich our brave tars.
21. Wind N. W. Fair. Arrived from Cork, the Dictator, 64 guns, armed *en flute*, Captain Hardy, with five hundred of the 82d regiment on board. Sailed the Diamond, 36 guns, Captain Griffiths, and the Telegraph, 18, Lieutenant Corsellis, on a cruise. Passed by to the westward, the Anson, 44 guns, Captain P. C. Durham, with the valuable East India and Botany Bay convoys. Passed up a convoy from the westward.
22. Wind N. N. W. Fair.
23. Wind N. W. Fair. Came in from off Brest, which they left the 19th instant, Admiral Gardner's squadron, viz. Royal Sovereign, 110 guns, Admiral Sir A. Gardner, Bart. Captain Bedford; Triumph, 74, Rear Admiral Collingwood; Formidable 98, St. George 98, Cæsar 84, Bellona 74, Magnificent 74, and Unicorn 36. They left Admiral Lord Bridport all well off Brest, with thirty one sail of the line, at the above period, when the French and Spanish fleets had not made any movement to put to sea. Arrived the Phœbe, 36 guns, Captain Barlow, with one of her prizes, a beautiful corvette of 22 guns.



## PORTSMOUTH REPORT, FROM FEBRUARY 25 TO MARCH 22.

*Feb. 25.* ARRIVED the *Sophie*, Captain Burdett, from a cruise.

26. Arrived the *Grand Falconer*, Lieutenant Chilcott, with dispatches from Marcou; and the *Defence* of 74 guns, Lord Harry Paulet, with a convoy from the Downs. Also the *Vrouw Anna*, from Dieppe, prize to the *Concorde*.

27. Sailed the *Liberty*, with a convoy, for Plymouth.

28. Sailed the *Castor*, of 32 guns, Captain Gower, to relieve the *Concorde*, cruising off Havre de Grace.

*March 1.* Arrived the *Rose* cutter, Lieutenant W. H. Faulknor, with dispatches from the coast of France. Sailed *La Renard*, Captain Spicer, with a convoy, for the Downs.

2. Arrived the *Anson*, of 44 guns, Captain Durham; and the *St. Fiorenzo*, of 44, Captain Sir H. Neale.

3. Arrived the *Ceres*, of 32 guns, Captain Nicholas; and the *Harpy*, of 18 guns, Captain Bazely. Came into harbour the *Experiment*, of 44 guns, Capt. Saville.

4. Arrived the *Rowcliffe*, of 16 guns, Lieutenant Donovan, from Guernsey. Sailed the *Ajax*, *Achilles*, and *Saturn*, for Torbay.

5. Arrived the *Niger*, of 32 guns, armed *en flute*, Captain Lamour; the *Severn*, of 44, Captain Whithy; the *Scorpion*, of 16, Captain Lining; the *Serpent*, of 16, Captain Roberts; and the *Champion* cutter, with dispatches from Marcou.

6. Arrived the *Concorde*, of 36 guns, Capt. Barton, from his station off Havre. The *Camilla*, Capt. Larkan, has a signal hoisted for a convoy to Newfoundland.

7. Arrived the *Blonde*, Captain Burn, from the eastward.

8. Arrived the *Topaze*, of 36 guns, Captain Church, from a cruise. Sailed the *Defence*, of 74 guns, Captain Lord H. Paulet, for Torbay.

9. Arrived the *Beaver*, of 18 guns, Captain Jones, from a cruise. Sailed the *Rowcliffe*, of 16 guns, Lieutenant Donovan, with his Excellency Count Viomerille, Commander in Chief of the Russians, Colonel Gladkoff, and suite.

10. Arrived the *Druid*, of 32 guns, Captain Apthorpe. Sailed the *Endymion*, of 44 guns, Captain Sir T. Williams; *Arethusa*, of 38, Captain Wolley; and *Champion*, of 24, Captain Hamond, with a convoy for the Mediterranean. The two former accompany them only a part of the voyage.

11. Sailed the *Unicorn* cutter, Lieutenant Rowed, on a cruise.

12. Sailed the *Grand Falconer*, of 10 guns, Lieutenant Chilcott, for Marcou.

13. Sailed the *Cyclops* armed *en flute*, of 28 guns, Captain Fyffe.

14. Sailed the *Heroine*, of 32 guns, Captain Hill.

15. Sailed the *Winchelsea*, of 32 guns, Captain Hatley; and the *Camilla*, of 20 guns, Captain Larkan, with a convoy for Newfoundland.

17. Sailed the *Anson*, of 44 guns, Captain Durham, with the *East Indian* under convoy; accompanied with the *Porpoise*, of 12 guns, Captain Scott, for Botany Bay, and the *Lady Nelson*, Captain Barrow, an ordnance store ship, for Gibraltar. She is bound to New South Wales, for the purpose of surveying the coast, and making discoveries.

18. Arrived the *Eugenie*, of 18 guns, Captain Somerville, with a convoy from the Downs. Sailed the *Alert* cutter, Lieutenant Clark, on a cruise; also the *Resource*, Captain Crispo; *Romulus*, Captain Culverhouse; *Sheerness*, Captain Carden; and *Ceres*, Captain Nichols, all armed *en flute*, for the Downs.

19. Sailed the *Aurora*, of 28 guns, Captain Caulfield, for Lisbon; and *Eugenie*, Captain Somerville, on a cruise.

20. Arrived the *Osprey*, of 18 guns, Captain Watts, from the Downs.

21. Sailed the *St. Fiorenzo*, of 44 guns, Captain Sir H. Neale, on a cruise; and the *Liberty* brig for Guernsey.

22. Sailed the *Calcutta*, *Ulysses*, and *Dover*, with the guards, for Cork. The *Dover* proceeds from Cork to Gibraltar.



## EAST-INDIA REPORT.

THE late addition to the regular East India tonnage, for the service of this season, makes the whole number of ships to proceed to India and China, amount to twenty-seven, twelve of which are new ships, and on their first voyage, seven on their second, one on her third, four on their fourth, one on her fifth, and two on their sixth voyages.

*March 7.* A Court of Directors was held at the East India House, when the following ships were taken up for one voyage, to bring home sugar, cotton, salt-petre, &c. from Bengal:—

|                  | <i>Tons.</i> |                         |                  |
|------------------|--------------|-------------------------|------------------|
| New Ship,        | 580          | Building by Mr. Mangle. |                  |
| —————,           | 600          | ————— Mr. Wilkinson.    |                  |
| Melville Castle, | 806          | Mess. Hamilton and Co.  | } <i>Owners.</i> |
| Rockingham,      | 798          | Mr. Wigram.             |                  |
| Herculean,       | 637          | Mess. Lyatt and Co.     |                  |

The snow Dispatch, on her passage from the Cape of Good Hope to Madras, on the 6th of June, experienced the following circumstances, evidently resulting from an earthquake, and which is copied from Captain Brown's journal: "At five A. M. having a steady breeze at E. S. E. and cloudy weather, steering N. N. E. at the rate of five miles and a half per hour—a long swell from the S. E.—felt a motion as if the ship was running over the ground, or some other solid substance, and at the time, for the space of from five to seven minutes, heard a confused grinding tremulous noise, affecting the ship in every part; it ceased, and the ship was instantly hove to, and we sounded with ninety fathoms of line up and down, but no ground: by this time it was perfectly day-light, the sea not in the least confused, nor could we perceive the smallest appearance of any thing which had occasioned it.—The ship was not felt to strike once—she kept perfectly upright—held her way through the water (and answered her helm—nor does she make any water in consequence of the shock received: these circumstances make us at a loss to account for it in any other manner, than attribute it to some violent convulsion of nature.—Draught of water forward eight feet, and aft ten feet six inches; latitude 7. 58 south; longitude reduced from an observation of the sun and moon, on the 1st instant, 87. 39. east.

The last fleet of ships proceeding to India, will not be dispatched before the middle of May; they are severally ordered to be in the Downs on the 30th of April, and consigned to China direct. The Lord Walsingham and Earl Spencer, Captains Thomas Smales and Charles Raitt, will be the last ships of this season to be dispatched to Bengal direct.

None of the East India Company's ships, now under dispatch for the several Presidencies in India, will touch at the Cape of Good Hope, outward bound.

The new ship Dorsetshire, for the East India Company's service this season, is stationed to Bengal direct.

The Herculean, extra ship, we learn, is added to the regular tonnage for India this season.

The ships Butterworth and New Euphrates, have obtained permission to proceed to the eastward of the Cape of Good Hope, on the Southern Whale Fishery this season, in addition to those already licensed.

14. A large East Indianman was launched at Gravesend, called the Lady Jane Dundas, the Honourable Hugh Lindsay, Commander. The ship is built on a new construction, and was much admired.

19. A general Court was held at the East India House, pursuant to charter. After the usual forms, the Chairman produced two distinct resolutions of the Directors, acquitting the Owners and Commanders of the Woodcot and Earl Fitzwilliam, from all imputation of neglect or misconduct, in respect of the loss of those ships, which were unanimously agreed to by the Court of Proprietors; but the act requiring a ballot, it was fixed for Thursday, the 3d of April.

## MARRIAGES.

The Rev. Augustus Faulknor, son of the late Admiral Faulknor, to Miss Harriet Spry, daughter of Lieutenant-General Spry.

*March 21.* Captain Shirley, of the Royal Navy, to Mrs. Heylyn, of Guilford street.

## OBITUARY.

Lately, after a short illness, Mr. A. Jefferies, aged 76, Boatswain of Ports-mouth Yard. He was an able seaman in the Royal Navy in the year 1743; made Boatswain of the *Enterprise* in 1745; served with the late Admiral Sir Charles Knowles, as his Boatswain, in the war of 1748, in the West Indies; and lastly afloat with Admiral Boscawen. He was appointed to Portsmouth Yard in 1762. He was, correctly speaking, always a man of strict integrity - revered by the seamen—regarded by his Officers—respected by every one. Those who knew him will say, this is a tribute due to his memory.

At Portsea, Mrs. Hope, wife of R. Hope, Esq. Purser of his Majesty's ship *Puissant*.

At Hull, Mr. B. Metcalf, ship-owner at that port, and was an Elder Brother and Warden of the Trinity-House.

*March 4.* Mrs. Edwards, wife of Captain Edwards, of the Navy.

At Bosham, Lieutenant Allcock, of the Marines. His death is greatly lamented by all who had the honour and happiness of his acquaintance.

On the 12th instant died, after a life devoted to the civil branch of the naval service of his country, with unequalled abilities, Peter Butt, Esq. of his Majesty's Dock-Yard, Deptford, in the 76th year of his age. The genuine goodness of his heart was manifest in every action of his life, as well as his tranquil resignation in the hour of death. He lived beloved and respected, as he died lamented, by all mankind.

The Duke of Brunswick, with his usual attention to religious duties, has caused a solemn service to be celebrated in the catholic church of his capital, for the death of MARSHAL DE CASTRIES, *ci-devant* Minister of the Marine in France, who lately died at Brunswick, at a very advanced age.

At Calcutta, William Mears, Esq. formerly Commander of the ship *Royal Bishop*, employed in the East India Company's service.

SCOTLAND.—*Ayr, Feb. 27.* The corpse of Captain Maxwell, of the *Aurora*, of Campbelton, was found in the harbour of Ayr, upon the vessel's leaving it, in the place where she lay when the accident happened. It is a circumstance somewhat singular, that this young man's father, who was also a ship master, was drowned in the year 1771, and his corpse thrown on the Ayrshire Coast, in the parish of Kirkoswald, where he was decently interred; and that the same persons, or their connexions, who performed the last offices of humanity to the father, have, with the like humanity, conveyed the corpse of the son, and laid it in the same grave with his father.

In the bight of Leogane, on his passage home from Jamaica, of the brain fever, Mr. Robert Curling, Commander of the merchant ship *Castor*, of London.

In Durham-place, Chelsea, Matthew Squire, Esq. Rear-Admiral of the Red.

At Stonehouse, Plymouth, Dr. Walker, Second Physician at the Royal Naval Hospital, after a short illness.

At Crewkerne, Somerset, Lieutenant John Crane, First Lieutenant of his Majesty's marine forces (only son of Dr. Crane, physician), who served with reputation under Admiral Earl St. Vincent; and in the victory obtained over the Spanish fleet on the memorable fourteenth of February, shared in the honour of the day. Of this deserving Officer the best eulogy is contained in his Captain's report, viz. "He bore a character perfectly without blemish. He was an honour to the corps to which he belonged, and an ornament to society. The strictest propriety was the guide of his actions; and his gentle manners endeared him to every one."

*BIOGRAPHICAL MEMOIR OF THE LATE*  
**CAPTAIN JOHN HARVEY.**

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Well mote ye wonder how that noble Knight,  
After he had so often wounded beene,  
Could stand on foot now to renew the fight :  
But had ye then him forth advancing seene,  
Some new-borne Wight ye would him surely weene;  
So fresh he seemed, and so fierce in sight !      SPENSER.

**A**MIDST The Naval Heroes who gained such renown in the dreadful struggle between the Sons of Liberty, and the Slaves of Anarchy on the glorious first of June ; the name of Harvey is gratefully recorded by his Country, and consecrated with peculiar esteem to the emulation of posterity.

This distinguished Officer was born at Elmton, in the parish of Eythorn, in Kent, on the ninth of July, 1740. O. S. He was the third son of Mr. Richard Harvey, a gentleman of the most amiable character, and Elizabeth daughter of Mr. Henry Nicholls, of Barham, in the same county : at the age of fifteen he went to sea with Captain Brett (1755), who then commanded the Falmouth of 50 guns. Mr. Harvey soon became noticed for his assiduity in the service ; and on one occasion in particular, when only seventeen, displayed a quickness of mind and watchful observation, which distinguished his character in the subsequent events of his professional career.

The pilot of the Falmouth had mistaken the North Foreland light for that on the coast of Suffolk, and was actually steering towards the Goodwin Sands ; when Mr. Harvey, whose watch it was on deck, endeavoured to convince him of his error, but without effect—the pilot obstinately persisted. Mr. Harvey as strenuously maintained his opinion ; in which Captain Brett fortunately coinciding, the Ship's course was immediately ordered to be changed : at that very instant the breakers were seen close alongside ; and but for this providential circumstance, as it blew hard, the Ship and crew would inevitably have been lost.

On the thirtieth of January, 1759, Mr. Harvey quitted the Falmouth; and was recommended to the notice of Admiral Francis Holbourne, who then commanded at Portsmouth. This Officer was so well pleased with the zealous assiduity of Mr. Harvey, and the professional skill he had now acquired, that the Admiral gave him an acting order as Lieutenant; in which rank he was confirmed on the 18th of September following, and appointed to the *Hornet* sloop, commanded by the Honourable C. Napier.

Lieutenant Harvey continued under this Officer but a short time; and on the twenty-first of March, 1761, was removed into the *Arethusa* frigate, the Honourable Raby Vane, Commander, then on the Lisbon station; in which Ship Mr. Harvey continued until the conclusion of the war.

The mind of this aspiring Officer, though formed to sustain the hardships and fatigue of his profession, and to glow amid its various scenes of peril, could equally enjoy the quiet of domestic happiness, without ever feeling oppressed by the calm tenor of retirement. On the twenty-seventh of September, 1763, he married\* Judith, the daughter of Mr. Henry Wise of Sandwich. From the month of November 1766, to that of June 1768, Lieutenant Harvey was appointed to his Majesty's cutter *Alarm*, stationed on the coast of Scotland; when he was advanced Commander. Having succeeded Captain Pearson in the *Speedwell* sloop in the month of January, 1776, he continued in this Ship until September, 1777; when he was advanced to Post rank, and appointed to the *Panther* of 60 guns.

The expences of the Navy † for this year (1777) ‡, including the ordinary at 400,005*l.* and the building and repairing of

\* By whom he had issue—*Henry Wise*, of Hamden in Eastry, Kent—*John*, at present Captain of his Majesty's Ship *Southampton*—*Edward*, acting Lieutenant of the same Ship—*Richard*, who died an infant—*Mary*, married to W. Boteler, Esq. of Eastry—*Fanny*, married to Robert Carling, Esq. of Sandwich—*Elizabeth*, who died at the age of eight years.—and *Sarah*, a minor.

† Berkenhout's Continuation of Campbell.

‡ On a clear investigation of the State of the Navy in the Committee of Enquiry, during the ensuing year (1778), it appeared that the frigates employed



Ships, that was voted at 465,500*l.* amounted to no less than 3,205,505*l.* exclusive of 4000*l.* voted to Greenwich Hospital. Great armaments were continually increasing in the French and Spanish ports; which, with many other suspicious appearances, had rendered it necessary to commission sixteen additional Ships of the line, and to increase the bounty to seamen for entering the Service to five pounds for each man. Soon after the Christmas recess a bill had passed, enabling the Admiralty to grant letters of marque and reprisal to the owners or Captains of private merchant Ships; to take and make prize of all vessels with their effects, belonging to any of the inhabitants of the Thirteen United Colonies. Vice-Admiral Robert Duff \* being appointed Commander in Chief of his Majesty's Ships in the Mediterranean, in the month of September, 1777, sailed in the Panther, Captain Harvey, for Gibraltar; where he arrived on the twenty-first of January, 1778. A guard ship, during this period, afforded but little scope for the display of such professional talents as Captain Harvey possessed. Early in 1779 preparations in the ports of Spain were redoubled; and when their design was ripe for execution, the Spanish Ambassador, the Marquis D'Almodover, having received orders in June to withdraw from Great Britain, delivered a long manifesto to Lord Viscount Weymouth, which had the following specious and strange conclusion: "His Majesty (of Spain) finds himself under the *disagreeable* necessity of making use of all the means *which the Almighty has entrusted him with*, to obtain that *justice* which he has solicited by so many ways without being able to

in America amounted to eighty-seven; that the number of Ships of the Line, on the home service, amounted to thirty five; that the frigates employed on the same service were eleven; and that the number of other vessels did not exceed twenty-four;—that since the year 1770, more than two millions of money had been voted for the use of the Navy.

\* Advanced to Post rank, October 23, 1746, and appointed to the *Anglesea*. On the thirty-first of March, 1775, advanced Rear-Admiral of the Blue. Died Vice-Admiral of the Red, at Queen's Ferry, July 6, 1787. This officer was nearly related to the Earl of Fife, who is descended from Macduff, eighth Thane, and afterwards Earl of Fife, the celebrated chastiser of the tyrant Macbeth.

acquire : in confiding on the justice of his cause, his Majesty hopes that the consequences of this resolution will not be imputed to him before God and man, &c.”—It was not the first or last time, that the Court of Madrid attempted to cover its political schemes with the cloke of religion.

Towards the conclusion of the year 1779\*, the blockade of Gibraltar was completely formed.—An account so full and accurate has been given by Colonel Drinkwater of all the transactions, which passed in garrison, and the Straits, whilst the Panther continued on that station, that we shall only select two events, as placing the character of Captain Harvey in a striking point of view.

When Admiral Rodney’s fleet, on the twenty-second of January, 1780, first arrived in the Bay, the Terrible, Alcide and Monarca, together with a transport, were driven by a strong current within gun-shot of the Spanish forts ; the signal was immediately thrown out from the Panther, for all boats to go to their assistance. On this occasion, Captain Harvey’s daring spirit, and activity, would not allow him to remain a mere spectator of the exertions made by others : thinking that his local knowledge might afford considerable aid, he immediately went on board ; and it was principally owing to his directions, that the Ships were at length towed back with safety into Gibraltar Bay. What idea Admiral Rodney entertained of Captain Harvey’s conduct on this occasion, may be discovered from his giving this brave Officer a commission for the Guipuscoana, of 64 guns ; the Ship that with four frigates had sailed to protect the convoy captured by Sir George on the eighth of January. On board of this Ship however, called afterwards the Prince William, Captain Harvey never hoisted his pendant.

\* On the second of October, *Captain George Montagu’s* letter to the Admiralty gave an account of the capture of the first frigate from the Spaniards, the SANTA AMONICA, after an obstinate engagement ; mounting twenty-six twelve pounders on her main-deck, and two four pounders on her fore-castle, with two hundred and seventy-one men : Captain Montagu’s Ship the Pearl, of 32 guns, had twelve men killed, and nineteen wounded—the Spaniards thirty-eight killed, and forty five wounded.

By the departure of Vice-Admiral Duff, and his successor Commodore Elliot, the chief command devolved on Captain Harvey; and never perhaps was cool judgment, and firm resolution more necessary, than in the dangerous situation he was soon placed. During the night of the sixth of June, a bold and well-concerted effort was made by the Spaniards to destroy the British Ships in the Bay, and the New Mole; several fire-ships were sent down for this purpose, attended by a large number of boats. Don Barcello's squadron lay at the entrance of the Bay to intercept the British Ships, if they should cut their cables, and endeavour to escape. Many favourable circumstances seemed almost to insure success:—the wind was moderate from the north-west, the night cloudy, and considering the season of the year uncommonly dark: the foremost of the fire-ships was within hail of the *Enterprize*, Captain Leslie, before they were discovered—not a moment was to be lost, the danger was instant, and alarming: to endeavour to avoid it by putting to sea, was to fall into the hands of the enemy.

Captain Harvey with great coolness and presence of mind ordered all boats out to grapple the fire-ships, and tow them on shore—the largest, equal in size to a fifty gun Ship, drove past the Mole Head within the distance of one hundred and fifty yards! Not only the size of the Ship, but the violence of the heat, rendered it impracticable for the boats to grapple her: had she got within the Mole, every vessel, which was lying there, together with the storehouses, and stores, in the Naval Yard, must have been destroyed. Three others\* were linked together with chains, and strong cables; yet with uncommon resolution and activity the British seamen separated, and towed them ashore. The *Panther* was in the utmost danger: three of the enemy's Ships were directed towards her; one, notwithstanding the exertions of the boats, came so near as to melt the pitch on her side; and as some of the sails were set for canting her, part of the crew were constantly employed in

\* Drinkwater's Siege of Gibraltar, page 106.

welting them. By the strong light of these seven Ships, all blazing at one time, two other vessels of the same description, were seen on the larboard bow of the Panther; but so heavy and well-directed a fire did she keep up, that the crews were obliged to abandon them, before they could be placed in a situation to produce any mischievous effects. Thus was the attempt of the enemy rendered ineffectual by the valour of British seamen under the guidance of the resolute and skilful Captain Harvey; who never failed to acknowledge the interposition of Providence, in this signal\* and momentous overthrow of a design which the enemy had planned with so much skill.

As the Official Letter of this gallant Officer appears to have been considerably curtailed in some of the publications of that period, we shall in the next place subjoin a copy; as it besides contains his own account of this event, with the praise due to those brave men who served under his command.

*Admiralty Office, July 29, 1780.*

Nothing material has happened here necessary for their Lordships' information, since Commodore Elliot sailed, till the seventh instant; when about one in the morning, his Majesty's Ship Enterprize, whose Captain I directed to moor northward of the New Mole, to prevent any attack on the Ships and vessels here, made the signal of an enemy's approach. Seven Ships or vessels were immediately perceived to be set on fire, and coming towards the New Mole. Some of those fire ships drove, and the others were by the boats of the Enterprize, St. Fermin, and ordnance transports, all towed by two o'clock to the southward of the New Mole. The largest went on shore in Roscia Bay. Four of them drifting towards the Panther, lying off Roscia, her boats were sent to grapple them, which they soon effected, and towed them on shore. At half past two, discovering two vessels making towards the Panther, several guns, with round and grape shot, were fired at them; on which they were set on fire. The boats, without difficulty, in a little time, towed them clear. One of them, a brig, got on shore at Europa Point; the other, a Ship, drove to sea. Though the enemy had the most favourable wind, weather, &c. for their purpose, you

\* Mrs. Harvey has in her possession a painting of the fire-ships by Serres Senr.



will please to acquaint their Lordships, not the least damage has been done to the shipping, nor had we a single man hurt. A constant fire from all the Ships and the garrison was kept up on the enemy's galleys, and boats, which were very numerous: but the darkness of the night prevented our discovering what execution was done. By what remains of the several vessels, and the species of stores and combustibles unconsumed, it is evident no labour or expence has been spared in their equipment. The largest Ship is about one hundred and seventeen feet in the keel, had two tier of ports, and was about the size of a fifty gun Ship. One Ship appeared to be of about three hundred tons, another of about two hundred, four brigs, and two small vessels. By the flames of the fire-ships we observed several ships standing off and on the entrance of the Bay; which at day-light we found to be the Spanish Rear-Admiral Barcello, in a Ship of the line, with two frigates, and several xebecques and other armed vessels. They sailed in the night from Algesiras, with a view of intercepting any Ship that might have been obliged to go out of the Bay. A Ship of the line likewise sailed the day before from that place to the eastward, as supposed with the same design. In the morning the Spanish Admiral, with the frigates and xebecques, returned and anchored at Algesiras, where he now remains.

I cannot conclude my letter without requesting that you will be further pleased to inform their Lordships, that the Officers and men of his Majesty's Ship under my command behaved with the greatest steadiness and resolution; particularly the Officers, and people in the boats, who grappled and towed off the fire-ships, notwithstanding the frequent explosions of shells, &c. The behaviour of Captain Leslie, the Officers and company of his Majesty's Ship Enterprize, were equally exemplary; not only for their vigilance in discovering and keeping a good fire on the enemy, which in a great measure was a means of frustrating their attempt, but likewise for the activity of their Officers and people in the boats towing off the fire-ships, &c. Captain Faulkner, of his Majesty's sloop St. Fermin, then lying off the Mole, likewise gave great assistance with his boats. The Officers superintending, Masters and crews of the Dutton, Nottingham, Friendship, and Union ordnance transports, did great service, not only by keeping up a very smart fire on the enemy's galleys, &c. but also in sending their boats to assist in towing off the fire ships.

Orders having been sent from England for the Panther to take the first opportunity, that offered, for returning home; during the night of the second of July, the wind suddenly shifting to the eastward, Captain Harvey immediately prepared

to get under weigh ; and before day-break his Ship was clear of the enemy's squadron. The garrison were in the morning much surprised that the Panther was not to be seen ; and greatly mortified was Don Barcello when he perceived that Captain Harvey had eluded all his vigilance : on the twenty-fifth the Panther arrived at Spithead, having captured a Spanish packet in her passage.

Sir Samuel Hood, in the month of November following, was sent to the West Indies to reinforce Sir G. B. Rodney with a squadron, which the Panther joined ; they arrived at Barbadoes on the seventh of January, 1781. Captain Harvey was present at the subsequent capture of St. Eustatia, February the third ; and on the evening of the same day joined his Majesty's Ships, the Monarch and Sybille, under the command of Captain Francis Reynolds (Lord Ducie) in pursuit of a Dutch convoy, richly laden, that had sailed only thirty-six hours before the arrival of Sir G. B. Rodney. The next morning at day-break, they hove in sight of them ; and soon captured the whole fleet of merchantmen, together with a sixty gun Ship that was in company.

Captain Reynolds, on the fifth of February, sent the following official account of this capture to the Admiral, dated—Monarch, off Saba ; a small island to the westward of St. Eustatia.

I have the pleasure to inform you, that yesterday morning I fell in with the Convoy you did me the honour to send me in the pursuit of. About ten o'clock I ordered the Mars, a Dutch ship of war of sixty guns, to strike her colours, which she refusing to do, occasioned some shot to be exchanged. The Monarch received no damage, excepting three men wounded : I am not informed of the number the Dutch had killed and wounded ; but among the former is their Admiral, though his flag was not hoisted at the time of the action.

From some shot in her masts, I have ordered the Panther to take her in tow.

By the Activity of Captain Harvey, and my Lord Charles Fitzgerald, we were enabled to take possession of the whole, and to make sail with them by four o'clock in the afternoon.—

From this time, to the first of August, 1781, the Panther continued cruising among the different islands : when, as she was an old Ship, considerably weakened by being constantly at sea, Sir George Rodney sent her home with the Triumph, Captain Stair Douglass, as convoy to a large fleet of merchant Ships; then under sailing orders. During the passage they experienced much blowing weather, with thick fogs: though the enemy's fleet was at sea to intercept them, they happily brought the whole of the convoy (one hundred and thirty-five vessels) safe into Cork, the place of their destination. In the month of January, 1782, the Panther was ordered into dock at Portsmouth; when Captain Harvey was appointed to the command of the Sampson, of 64 guns.

During the ensuing spring of this year, Lord Howe, having been advanced to the rank of a Peer of Great Britain, was appointed to command the fleet destined for the relief of Gibraltar. Captain Harvey in the Sampson, who had been cruising with different squadrons on home stations, received orders to put himself under his Lordship's flag. With what superior lustre the professional skill of our brave seamen, and their now lamented Admiral, shone forth on this occasion ! Captain Harvey was inferior to no one either in courage, or in conduct.

Don Louis de Cordova, the Spanish Admiral, with his flag on board the Santa Trinidad, shewed considerable skill in the composition of his official account of the proceedings of the combined squadron under his command on this occasion; yet appeared insensible to the judicious manœuvres of the British fleet. He however described the stormy night of the tenth of October, with which both fleets had to struggle, in much stronger colours than his brave adversary Lord Howe, who had other events to narrate:—"Night came on, and with it a furious tempest, which lasted until seven o'clock next morning, and put all the Ships in the greatest danger of being wrecked on the coast, or of being dashed to pieces against each other: in such circumstances it was not easy to procure

new anchors; especially as all the small vessels which could have performed that service had been removed from the line of battle. It was only by dint of assiduous labour that we preserved ourselves from the greatest part of the danger which threatened us."

Notwithstanding such tempestuous weather, the British fleet on the morning of the eleventh entered the Straits; and contending with repeated difficulties, at length, on the eighteenth, accomplished the arduous service of relieving the garrison \*.

On leaving Gibraltar, Captain Harvey was ordered by Lord Howe to take under his command the *Crown*, *Vigilant*, *Andromache*, and *Minerva*; and to cruise for a month according to his own judgment: they accordingly parted from the British fleet, on the first of November, and reached Spithead on the seventh of the ensuing month, after an unsuccessful cruise.

Captain Harvey had now attained a very high professional character, and had greatly attracted the notice of Lord Howe, not only by the zeal with which he executed his duty, but also by the skill he displayed, when firmness, or presence of mind were required: he had so far recommended himself to this discerning patron of merit; that, with a view to being appointed to Lord Howe's Ship the *Victory*, he was soon superseded in the *Sampson*: but the peace that took place in 1783, prevented his commission from being signed.

When a rupture with France seemed inevitable, in the year 1787, Captain Harvey at the particular request of Lord Howe who then presided at the Admiralty, undertook to superintend the impress-service at Deal; with the express condition, that a Ship should be reserved for him at Chatham. So beneficial, and salutary, were the regulations, which Captain Harvey made in this service, that Lord Howe offered him a guard-ship at Chatham; and he in consequence, on the twenty-first of November, 1788, was commissioned to the

\* For further particulars refer to Vol. I. page 17, and Vol. II. page 360.



**Arrogant**, 74 guns. This Ship having been attached to the Western Squadron, during both the Spanish and Russian armaments, was paid off on the fourteenth of December, 1792; when Captain Harvey again returned to the solace of a domestic life, and to enjoy that happiness, he soon was called on to sacrifice upon the altars of his Country.

At the commencement of the present eventful war, Captain John Harvey pressed forward in the path of naval glory, regardless of the Bourne to which it sometimes leads: his daring spirit was roused at the awakening voice of insulted liberty:

Onn, Ælla, onn!—we longe for bloddie fraie;  
Wee longe to heare the raven syng yn vayne;  
Onn, Ælla, onn! we certys gayne the daie,  
Whanne thou doste leade us to the leathal playne!

CHATTERTON.

Captain Harvey immediately addressed to the Admiralty, in the most anxious terms, his desire to be soon employed. The talents of such a man were too well known, to suffer any delay to paralyse his earnest wishes for active service; he was soon appointed to the *Magnificent*, but did not join her: as in consequence of the particular request of Lord Howe, he was appointed soon afterwards (February the seventh, 1793) to the *Brunswick*, a seventy four of a large and particular construction, with a complement of six hundred and fifty men. Lord Howe's sentiments on this occasion, will best appear from the following extract of a letter sent by Mr. Brett, his Lordship's confidential friend, to Captain Harvey:

—“As his Lordship has an idea, occasions might arise, wherein it might be more convenient for him to shift his flag into a two decked Ship; in that case he would prefer the *Brunswick*, and therefore wishes to have a Captain in her with whom he is acquainted; and has authorised me to ask you whether it would be agreeable to you to be appointed to her in case he can get it done.”—

Lord Howe sailed from Spithead on the fourteenth of July, 1793; but during that, and several subsequent cruises\*, no-

\* Vol. I. pages 18, 19, 20. Vol. II. page 365. Vol. III. pages 31, 32.

thing particularly worthy of notice occurred until the memorable twenty-ninth of May, 1794; when the British and French fleets commenced that contest for the sovereignty of The Ocean, which terminated with such glory to Great Britain on the FIRST OF JUNE.

The situation of the Brunswick, as commanded by Captain Harvey, on this eventful day, rendered it impossible she could have been sufficiently noticed, in any of the accounts hitherto presented to the public: but as this Ship had her full share in obtaining that victory, it would be injustice to withhold a Narrative \* of her proceedings, which reflects so much honour on the conduct of her gallant Officers, and undaunted Crew.

On the twenty-ninth of May 1794, the Brunswick being to leeward of the line, Captain Harvey, after using his utmost endeavours, found it impossible to take his proper station, as second to the Queen Charlotte; but resolving, as he said, *to have a birth somewhere!* he tried to get in between several of our Ships; and hailing the Culloden, he desired the Captain to shorten sail, when he pushed the Brunswick in between her and the Montagne, about the seventh Ship from the rear; and in that station received the fire of the French line, as the fleets passed each other. Perceiving his friend, Captain Bazeley, in the Alfred, hard pressed by an eighty gun Ship, Captain Harvey bore down to his assistance, and obliged the French Ship to quit the Alfred, and follow her own fleet. On the thirtieth, and thirty-first, the weather being very thick and hazy, no engagement took place.

On the FIRST OF JUNE, the Brunswick was in her station, and had continued close to the Queen Charlotte's stern all night: the instant the signal was made for every Ship to bear down, and engage her opponent to windward, or leeward, as

\* *Narrative of the Transactions on board his Majesty's Ship the Brunswick—from which the Subject of two pictures were taken by Mr. Nicholas Pocock.* THE FIRST. Represents the BRUNSWICK grappled to, and engaging LE VENGEUR, with her starboard guns, and totally dismasting L'Achille, in an attempt to board her on her larboard quarter. THE SECOND. Represents the sinking of LE VENGEUR, with the disabled state of the Brunswick after the action.

circumstances would admit, the Brunswick's helm was put up at the same time with the Queen Charlotte's, and both Ships ran down \* together for the centre of the French line. The signal being thrown out to make more sail, to shut in the angle of fire from the rear as soon as possible, both Ships dropped their fore-sails; and the Brunswick's being first down, brought her rather ahead of the Charlotte, and covered that Ship from the galling fire of the centre, and rear of the enemy's fleet: but she suffered severely by it, for the cockpit was filled with wounded men, before a single shot was fired from the Brunswick.

Lord Howe cutting through the French line, close under the Montagne's stern, raked the Jacobin ahead with his starboard guns; it was Captain Harvey's intention to pass between the Jacobin, and the next Ship, that he might engage his proper opponent, as second to the Commander in Chief; but the enemy lay in such close order, that the Brunswick was obliged to bear up for an opening, which presented itself between Le Patriote the third, and Le Vengeur the fourth Ship, from La Montagne. The former, endeavouring to frustrate this design, shot ahead: which being observed by Captain Harvey, he kept his helm a-port, and the two antagonists were immediately laid alongside each other---the starboard anchors of the BRUNSWICK, hooking into the fore-chains of Le Vengeur.

When the Master informed Captain Harvey of this, and asked whether he should cut Le Vengeur clear, his animated reply was—*No! we have got her, and we will keep her!* So closely were they grappled, that the crew of the Brunswick, unable to haul up eight of her starboard ports from the third port abaft, were obliged to fire through them: thus situated they went off large from both fleets, hotly engaged—in an hour, and ten minutes, they were about a mile to leeward of the French fleet; when the smoke dispersing for a few minutes, they perceived a French line of battle Ship, with her

\* The Brunswick's fore-top-gallant mast was at this time shot away.

rigging and decks covered with men ready for boarding, and gathering upon their larboard quarter. Captain Harvey immediately ordered the lower deck to prepare for receiving her; the men from the five after starboard guns were instantly turned over to the larboard. The French Ship being now within musket reach, a double headed shot was added to each gun, already loaded with single thirty-two pounders: the word was then given to fire and reload as quick as possible; at the same time continuing to engage *Le Vengeur* with the starboard guns forwards. When about five or six rounds had been poured in, the gallant crew of the *Brunswick* had the satisfaction to behold first the fore mast, and then the other masts \* go by the board. Many of the crew fell into the sea, and implored assistance; but *Le Vengeur* still required so much attention, that it was impossible to afford them any relief.

The joy which was experienced on board the *Brunswick*, from disabling their new assailant, may easily be conceived: but what words can express their glow of soul, when, in about an hour after this successful event, word was passed throughout the Ship—*The brave Captain Henry Harvey †, in the Ramillies, is coming to the support of his gallant brother!!!* The air resounded with their cheers.

As the *Ramillies* stood towards the *Brunswick*, the crew of the former made signs, by waving, to cut *Le Vengeur* adrift, that she might drop ‡, and receive the fire of the *Ramillies*. A most tremendous broadside was poured into her, every shot of which seemed to take place; this was followed by a

\* This Ship proved to be *L'Achille* of 74 guns; the crew of which afterwards declared, that their capture was owing to the loss of masts, from the fire of the Ship engaging *Le Vengeur*.

† Now Vice-Admiral of the White, since created a Knight of the Bath.—This excellent Officer conducted, with Sir Ralph Abercrombie, the successful expedition against Trinidad, on the twelfth of February, 1797.—Vid. *Naval Anecdotes*.

‡ This was not done; but soon after the *Ramillies* had left them, the *Brunswick* swung clear of *Le Vengeur*, tearing away three anchors from her bow.



second equally animated ; and then the Ramillies made sail for another French Ship, bearing down upon them, and went off engaging her.

Previous to this, the rudder of Le Vengeur had been split, by some well directed shot from the Brunswick ; her stern-post had also been shivered ; and such havoc made in her counter, that the water was rapidly pouring in. When the Ramillies left them, the Brunswick was lying across the bows of her opponent ; and in that position kept up a steady raking fire, until the fore and main mast of Le Vengeur went by the board, dragging the head of the mizen mast with them. This dreadful conflict had now continued for two hours, and an half : the crew of the Brunswick with the greatest coolness, at one time driving home the *coins*, watching attentively the rising of the enemy's Ship to fire below the water line ; and at another withdrawing the *coins* to elevate the muzzles of their guns, and rip up the decks of Le Vengeur.

At length the French Ship was obliged to confess the superiority of our professional skill, and to yield to British valour : her colours having been shot away, she hoisted an English Jack in token of submission, and implored assistance. The boats of the Brunswick had all been shot to pieces ; no relief therefore could by her be given to the vanquished opponent. Le Vengeur \* sunk between three and four o'clock ; and though every exertion that humanity could dictate was made, only two hundred of the crew were saved—the remainder, in number about six hundred, went to the bottom in the Ship.

The Brunswick was now left a dismal wreck—her mizen, and fore-top-gallant mast gone ; the bowsprit cut two thirds through, near the lower gammon ; the main mast greatly crippled ; the fore mast in a similar state, with a deep wound three feet below the tressel trees ; all the running, and much

\* The crew of the Vengeur made frequent attempts to cut themselves clear of their opponent ; but were as often prevented—being shot by the small arms of the British seamen and marines. They also attempted to board the Brunswick on the stern, but were repulsed by the brave 29th regiment, commanded by Captain Saunders.

of the standing rigging, shot away ; the sails \* torn to shreds ; eight ports on the starboard side wanting of their batteries ; the starboard quarter-gallery entirely ground off ; twenty-three guns dismounted. Three anchors carried away from the starboard bow ; the best bower, with the cat-head, towing under her bottom ; and all the yards in a shattered state. The Ship having been on fire three times, the hammocks taking fire on the gangway, were partly cut overboard ; and the quick work, just before the gangway, was much burnt and splintered. The loss she sustained in her crew, was considerable ; forty-seven of them were killed, and one hundred and eighteen were badly wounded. Their wounds in general were peculiarly distressing and severe, being lacerated by langridge shot of raw ore, and old nails ; stink pots were thrown into the port holes, which occasioned the most painful excoriations ; burning and scalding the faces and arms of the British sailors in so shocking a manner, that they anxiously wished for death to terminate their agonies.

In this forlorn state, the opinion of the Officers was taken ; when it was unanimously agreed that they could not possibly join the British fleet. They now perceived, at the extent of the French line, two Ships in tolerable condition, that threatened to bear down to the Brunswick : next them lay all the dismasted Ships, and those that had struck ; and on the larboard, and weather quarter, appeared the remainder of the French Ships, veering under each other. It was imagined also that these Ships were preparing to attack the Brunswick, and the Queen, about two miles to windward of the former, in order to cut them both off. Captain Harvey, who was severely wounded, on being informed of the supposed intention of the enemy, gave his express commands, that the

\* In the account of the proceedings of his Majesty's Ship *Orion*, (Naval Chronicle, Vol. I. page 299.) the *Brunswick* is mentioned, as being seen with studding sails set ; which, from the crippled state of her masts, must have been a mistake. One of the lower studding sails was indeed set forward, in order to make her steer ; but all the rest were so completely destroyed, and rendered unfit for service, that it became necessary to bend an entire new suit.

Brunswick, if attacked, should be defended to the last extremity; all his Officers had but one sentiment on the occasion. The French, however, made no attempt upon the Brunswick; and therefore, finding it impossible to regain their station, it was judged necessary, in order to save the Ship, to bear away for Port: favoured by Providence, and good weather, she first made Cape Clear, in Ireland; and then coasting it up the Channel, anchored on the evening of the eleventh at St. Helens; and the next morning proceeded to Spithead.

As our biographical memoir draws towards its close, it will powerfully awaken the commiserating regard of every reader; and recal to the memory of the brave companions of Captain Harvey, that heroic fortitude, and patient endurance, which this illustrious Officer displayed in his last moments.

He was wounded early in the action, by a musket ball, which tore away part of his right hand; but this he carefully concealed, and bound the wound up in his handkerchief. Some time after this he received a violent contusion in the loins, which laid him almost lifeless on the deck: from this severe blow he however rallied his strength of mind, and continued on the quarter deck, directing and conducting the action; until a double-headed shot splitting, struck his right arm near the elbow, and shattered it to pieces: this seems to have been about half past eleven, just after his encounter with L'Achille. Growing faint through loss of blood, he was now compelled to retire; but when assistance was offered to conduct him below, he nobly refused it—*I will not have a single man leave his quarters on my account! my legs still remain to bear me down into the cockpit.* In this wounded, and shattered state, he essayed to go; when casting a languid, yet affectionate look towards his brave crew—*Persevere, my brave lads, in your duty! continue the Action with spirit for the honour of our King and Country; and remember my last words--THE COLOURS OF THE BRUNSWICK SHALL NEVER BE STRUCK!*

When he at length had reached the surgeon, surrounded by the maimed and dying, who were involved in smoke

and sulphur; he displayed a fortitude that nothing could affect, and a tenderness of affection towards his crew, which all the anguish of his wounds could not diminish. About sun-set it was found necessary to amputate his arm above the elbow.—On the Brunswick's arrival at Spithead, Captain Harvey was the next morning conveyed on shore at Portsmouth; where, after bearing the most excruciating pain with Christian resignation, he was released from this world and lost to his Country, on the thirtieth of June.

His lamented remains being carried to Eastry in Kent, were deposited with every respect, an affectionate sorrow could bestow, in a vault in that church; and the following inscription points out the allowed spot to posterity.

“ IN A VAULT, NEAR THIS PLACE, ARE DEPOSITED THE REMAINS OF CAPTAIN JOHN HARVEY, LATE COMMANDER OF HIS MAJESTY'S SHIP BRUNSWICK; WHO AFTER GLO-RIOUSLY SUPPORTING THE HONOUR OF THE BRITISH NAVY, ON THE MEMORABLE FIRST OF JUNE, 1794, UNDER EARL HOWE, DIED AT PORTSMOUTH ON THE THIRTIETH OF THE SAME MONTH, IN CONSEQUENCE OF THE WOUNDS HE RECEIVED IN THE ENGAGEMENT; AGED FIFTY-THREE.

“ THE HOUSE OF COMMONS, TO PERPETUATE HIS MOST GALLANT CONDUCT ON THAT DAY OF VICTORY, UNANIMOUSLY VOTED A MONUMENT TO HIS MEMORY IN WESTMINSTER-ABBEY; HIS UNTIMELY DEATH ONLY, PREVENTED HIS BEING HONOURED IN THE FLAG PROMOTIONS WHICH TOOK PLACE ON THAT OCCASION.

“ IN HIM HIS AFFLICTED FAMILY, AND NUMEROUS FRIENDS, HAVE SUSTAINED AN IRREPARABLE LOSS; HIS PUBLIC CHARACTER BEING ONLY EQUALLED BY HIS PRIVATE VIRTUES.”



He there does now enjoy eternall rest  
And happy ease, which thou doest want and crave,  
And further from it daily wanderest:  
What if some little Payne the passage have,



That makes frayle flesh to feare the bitter wave ?  
 Is not short Payne well borne, that brings long ease,  
 And layes the Soul to sleepe in quiet grave ?  
 Sleepe after toyle, port after stormie seas,  
 Ease after warre, death after life, does greatly please.

SPENSER.

It is a singular coincidence of events, that Captain Harvey, and Captain Hutt of the *Queen*, were companions in a post-chaise from London, on joining their respective Ships, previous to their last cruise : they both lost a limb in the action ; died on the same day ; and are both recorded on the same national monument raised by a grateful Country to their memory.

Captain Harvey's widow is allowed a pension of one hundred pounds per annum : his two minor children, *Edward* and *Sarah*, twenty-five pounds each ; the former until he comes of age, and the latter until she marries.

ARMS.] Argent, on a chevron Gules, between three bears gambs erased Sables, three crescents Or.

CREST.] Two bears gambs erased Sable, supporting a crescent Or.

## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c:

NANTES IN GURGITE VASTO!

### No. XIII.

*Names of the principal Officers of his Majesty's Ship BRUNSWICK, on the First of June, 1794.*

|                                            |                                             |
|--------------------------------------------|---------------------------------------------|
| † CAPTAIN JOHN HARVEY,                     | John Bridgeman, <i>Boatswain.</i>           |
| Wm. Edw. Craycraft, <i>First Lieut.</i>    | Samuel Trelocavan, <i>Gunner.</i>           |
| † Rowland Bevan, <i>Second.</i>            | William Yelland, <i>Carpenter.</i>          |
| William Gage Kemble, <i>Third.</i>         | Robert Forrest, <i>Surgeon.</i>             |
| Absent at sick quarters, <i>Fourth.</i>    | Francis Graham, <i>Purser.</i>              |
| † Charles F. Wintour, <i>Fifth.</i>        | Rev. William Griffith, <i>Chaplain.</i>     |
| George Allen Spencer, <i>Acting Lieut.</i> | * Captain Saunders, <i>of the 29th Reg.</i> |
| George Stewart, <i>Master.</i>             | † Ensign Harcourt Vernon, <i>Ditto.</i>     |

#### PETTY OFFICERS.

|                                   |                               |
|-----------------------------------|-------------------------------|
| * Mr. Thomas Dalton, <i>Mate.</i> | Mr. Hurdis, <i>Midskipman</i> |
| Mr. James Lucas, <i>Ditto.</i>    | &c. &c.                       |

*Official Letter from Rear-Admiral Henry Harvey (Brother to the late Captain John Harvey), Commander in Chief of his Majesty's Ships*

\* Killed:

† Wounded.

*and Vessels at Barbadoes, and the Leeward Islands, dated off Port d'Espagne, in the Gulph of Paria, February 21, 1797, to Mr. Nepean.*

SIR,

I HAVE the honour to acquaint you, for the information of their Lordships, that it having been determined an attack should be made on the Island of Trinidad, both with a view to that colony, and to the Spanish squadron which had been there for some time past, the troops intended for this expedition from Martinique were accordingly embarked in the Ships of war, and transports, and I sailed from Fort Royal Bay, the twelfth instant, with the Ships and vessels of his Majesty's squadron under my command.—Lieutenant General Sir Ralph Abercrombie embarked with me in the Prince of Wales.

The Invincible had previously sailed for Barbadoes, with two transports, to embark a part of the fourteenth regiment; and the Thorn and Zebra were ordered to receive the detachment from Tobago. The Favourite was sent to St. Vincent to collect some troops from that Island; and the whole were ordered to rendezvous at the island of Cariacou, one of the Grenadines, on or before the thirteenth; and on my arrival at that island, the fourteenth, I found all the Ships and transports were assembled.

On the fifteenth, in the morning, I sailed with the squadron and transports, passing between Cariacou and Grenada; and on the sixteenth arrived off Trinidad, and stood toward the Gulph of Paria; when having passed through the Great Bocas Channel, at half past three in the afternoon, the Spanish squadron were discovered at anchor in Shagaramus Bay, consisting of four sail of the line, under the flag of a Rear-Admiral, and one frigate.

As the day was well advanced before I approached the Bay, and the enemy appeared in strength on Gasparaux Island, which commanded the anchorage, by batteries erected for that purpose; I ordered the Arethusa, Thorn, and Zebra, to proceed a little farther up the Gulph, and anchor with all the transports. The Alarm, Favourite, and Victorieuse, were ordered to keep under sail above the transports during the night, and prevent any vessels sailing from Port d'Espagne.

In the evening, just before dark, I anchored with the Ships of the line, in order of battle, opposite the enemy's squadron, within random shot of their Ships and batteries, and in constant readiness to prevent their escape during the night; which I suspected they might attempt as all their sails were bent, and they appeared perfectly ready for sailing.

At two o'clock in the morning of the seventeenth, we discovered one of their Ships on fire, and soon after three others, all of which burnt

with great fury until near day-light, when they were entirely consumed, One of them having escaped the conflagration, the boats were sent from the squadron, and she was brought out without having received any damage.

I have great satisfaction in acquainting their Lordships, that this squadron of the enemy, commanded by Rear Admiral Don Sebastian Ruiz de Apodaca, were destroyed or captured, according to the list I herewith enclose; and although this service was effected without any other act on the part of his Majesty's squadron under my command, than being placed in such a situation as to prevent their escape, I am fully convinced, that had they remained at their anchorage until the next day, the Officers and men whom I have the honour to command, would have completed, by their exertion and zeal, the capture of the whole; notwithstanding the advantage of their situation, under the cover of about twenty pieces of cannon and three mortars, which were mounted on Gasparaux Island, and had been placed there for the sole purpose of defending the ships in the bay: that island, which, like the Ships, had been abandoned during the night, was taken possession of soon after day-light by a party of the Queen's regiment.

General Abercrombie, early in the morning, joined the *Arethusa*; and the troops were all landed, in the course of the day, under the direction of Captain Woolley, covered by the Favourite sloop, about three miles from the town, without opposition: the General took possession of the town the same evening, and the eighteenth the Governor desired to capitulate for the whole island, and the articles were agreed to, and signed the same day; a copy of which I herewith transmit.

Captain Harvey, of his Majesty's Ship *Prince of Wales*, will have the honour to deliver this dispatch, from whom I have always experienced the greatest zeal and attention to his Majesty's service.

I have the honour to be, Sir,

Your most obedient humble servant,

HENRY HARVEY.

*List of the Ships of War burnt and captured in Shagaramus Bay, in the Gulph of Paria, February 17, 1797, by the Squadron under the Command of Rear Admiral H. HARVEY.*

|                |         |                                                                                                                                                                                        |           |
|----------------|---------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| San Vincenté,  | 84 guns | { Rear-Admiral Don Sebastian Ruiz<br>de Apodaca,<br>Captain Don Geronimo Mendoza,<br>Don Gabriel Sorendo,<br>Don Raphael Benesa,<br>Don Toref Jardon,<br>Don Manuel Urtesabel,       } | Burnt.    |
| Gallarado,     | 74      |                                                                                                                                                                                        |           |
| Arrogante,     | 74      |                                                                                                                                                                                        |           |
| San Damaso,    | 74      |                                                                                                                                                                                        |           |
| Santa Cecilia, | 36      |                                                                                                                                                                                        | Captured. |
|                |         |                                                                                                                                                                                        | Burnt.    |

## FRENCH EXPEDITION TO EGYPT.

The romantic expedition against Egypt, attempted by the French, is not the first which this ambitious nation has made against that country. In the middle of the thirteenth century, Louis IX. led a powerful army and fleet to achieve, as he hoped, the conquest of Egypt.

Louis wintered in the island of Cyprus, and early in the ensuing spring sailed from Limazo, with 1800 vessels for Damietta, which place he took possession of without opposition, after defeating the Egyptian army which resisted his landing. The French, having received their reinforcements, proceeded to advance into the country; but the march was so slow, from the arms of the Nile, or large rivulets, being continually to be dammed up, that it was nearly six months before they appeared before Mansoura, about fifteen French leagues up the river. The Nile at this place is of considerable width, and it was necessary that it should be passed, in order to attack the town. The French endeavoured to raise a mound, but the attempt was defeated by the Egyptians, who showered stones on the workmen, and destroyed the towers and galleries by means of the *Greek fire*!—This fire, it appears, was most tremendous in its effects. Savary, in his intelligent Letters on Egypt, describes it thus, on the authority of Joinville, who was an eye-witness:—"The *fire* which they cast was as large as a tun, with a long burning tail; its noise in the air was like thunder, and it seemed a flying dragon. The light it gave was so great, that I could see throughout the camp as clearly as in open day. It consumed any inflammable body on which it fell, without a possibility of its being extinguished." This we are to presume was a species of *wild-fire*, the art of making which has been lost in Europe. After two months ineffectual labour, on the part of the French, to raise this mound, an Arab discovered to them a ford, by which they were enabled to pass. Mansoura was attacked; but the result was still unfortunate to the invaders. The van of their army, having advanced with too much precipitation, was nearly cut off, and the main body attacked in such a manner as to be compelled to retreat. The French, who had again entrenched themselves, fought with such desperation, that the Sultan, Touron Shah, took the resolution of starving them into a surrender. He sent a quantity of boats on Camels' backs, which he manned and placed in an inlet, and whence suddenly appearing, they succeeded in cutting off the French supplies from Damietta. The Egyptian galleys attacked the French fleet most furiously, killed one thousand soldiers, and took *fifty* boats laden with provisions.



“The Egyptians,” says Savary, “thus become masters of the river, there was no longer any communication between the camp and Damietta. Scarcity, with disease, its dreadful attendant, soon succeeded; the wounded, wanting nutriment, perished, and the dead bodies floating on the river and the canal, corrupted the air. A destructive epidemic malady ravaged the army, and few of those who were attacked escaped death. Their flesh dried on their bones, and their livid skin was spotted with black. Their gums were so prodigiously swelled that they could take no food until the excrescences were cut away; all who underwent this operation shrieked most lamentably. Such was the condition of an army lately so flourishing.”—All the Arabian authors agree in giving a terrifying description of the situation of the French, encompassed by enemies, and a prey to all the horrors of famine and disease.

A second fleet of supply was attacked, out of which one vessel only escaped. The intelligence brought by this Ship determined Louis IX. to retreat to Damietta. This retreat was equally disastrous. After a series of misfortunes, the King and his army were compelled to surrender as prisoners. Their lives were frequently endangered, and they finally purchased their escape from Egypt at the price of an immense ransom, considering the high value of money in those days.

IN addition to the receipts for salting beef, given in our second volume, we add the following new mode, as adopted by Dr. Blanc :

“Mr. Fletcher, a Navy Surgeon, mentions that spices, being antiseptic bodies, might be substituted for part of the salt in curing provision, and this would, no doubt, be an improvement in the sea victualling. The quantity of spice he proposes for every barrel of beef or pork is four ounces of black pepper, and as much allspice, and also eight ounces of nitre in powder. It may be farther alleged as an advantage of spice over salt, that it would be less apt to run into brine, which robs the meat of the greater part of its nourishment. Since the last edition of this work was published, I have made some trials of curing beef by half the usual quantity of salt, and in place of the other half I caused to be added to every hundred pounds one pound of pounded pimento, and as much powdered juniper berries, and an ounce and a half (liquid measure) of muriatic acid. The powdered spices were mixed with the salt, and rubbed on the beef; and the acid mixed with the pickle, used in the common method of curing beef. I sent part of it to the West Indies; and seventeen months after it was cured, and about fourteen months after being in that climate, it was opened by direction of Rear-Admiral Ford, who obligingly undertook to superintend the experiment; and the report made was,

that it was perfectly sweet and juicy, and so fresh that salt would have been necessary to give it a relish, had it not been for the spices. I kept by me in London some that was cured at the same time, and in the same manner, examining it at different times; and found that it was perfectly good at the end of *five* years."

ON the thirteenth of August, 1789, died Lieutenant G. Green of Newcastle, in the Russian service. He led the van of the Russian fleet in the attack of that of Sweden on the thirteenth of August, and was killed before the enemy was defeated. He was one of those persons only that escaped from the wreck of the Stirling Castle man of war in the West Indies, 1779, after undergoing incredible hardships. He served on board the Formidable in the engagement with Count de Grasse, when his cool intrepidity and resolution recommended him to the notice of Sir Charles Douglass, and Admiral Rodney, who got him promoted to a Lieutenancy. At the conclusion of the war, he entered into the Russian service as the best means that then remained of obtaining honour, where his abilities soon recommended him to Admiral Greig, who gave him the rank of Captain in that service. His life was glorious, his actions noble, and his merit deserved those rewards in our service which doubtless had the war continued he would have obtained.

#### GENERAL MACKENZIE.

THIS veteran, when Commander in Chief of the Chatham division of marines during the late war, was very rigid in the duty, and among other regulations, would suffer no Officer to be saluted on guard, if out of his uniform. It one day happened that the General observed a Lieutenant of Marines in a plain dress; and though he knew the young Officer intimately well, he called to the sentinel to turn him out: the Officer appealed to the General, saying who he was: "I know you not," replied the General: "Turn him out!"—A short time after the General had been at a small distance from Chatham to pay a visit, and returning in the evening in a blue coat, claimed entrance at the yard gate. The sentinel demanded the countersign; which the General not knowing, desired the Officer of the Guard to be sent for; who proved to be the Lieutenant whom the General had treated so cavalierly.—"Who are you!" enquired the Officer. "I am General Mackenzie," was the reply. "What without an *uniform*?" rejoined the Lieutenant: "Oh! get back, get back, impostor; the General would break your bones, if he knew you assumed his name!" The General on this made his retreat; and the next day inviting the young Officer to breakfast, told him, "He had done his duty with very commendable exactness."

## NAUTICAL PAPERS.

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### ON BRITISH NAVAL ARCHITECTURE.

BY RALPH WILLETT, ESQ. F. A. & R. SS.

**A**N Englishman can hardly be supposed to want curiosity in whatever relates to Naval Architecture. To the present state of it in his own country he owes all its present importance. In itself, it displays the highest exertions of human skill and science; in its consequences the most beneficial advantages to every other society as well as his own, and unites mankind in one general participation of the benefits peculiar to every distant part of the world. It is therefore hoped that the present attempt, imperfect as it is, will be received with indulgence, and perhaps excite some abler pen, guided by more ample materials, to do justice to the subject.

Besides what I have been able to collect from our printed histories, I was so fortunate as to purchase five large volumes of manuscript accounts from the library of the Earl of Oxford. They had been collected with much industry by Mr. Fortescue, who was a Commissioner of the Navy during the reigns of Charles the Second and James the Second; and they were presented by Mr. Francis Fortescue, his son, to Lawrence Hyde, Earl of Rochester, and President of the Council in that of William the Third. Three of the volumes appear to have been in the possession of Mr. Conduit, Sir Isaac Newton's nephew. All the five came into the hands of that great collector Lord Oxford, and at his death into Mr. Osborne's, who bought his library. From Mr. Osborne I bought them. I have also had some assistance from Mr. Hayward's own manuscript book. Mr. Hayward was Master-Builder of Woolwich Yard for a great many years, and died only about the year 1744, at the great age of eighty-seven years.

As I have derived considerable help from these manuscripts, I have thought it proper to mention this account of them, and how they came into my possession.

The accounts of our Navy are but few, until the reign of Henry the Eighth; but as the office of Admiral was established so early as the reign of Edward the First, and perhaps of John; and we find Fitz-Allan appointed Admiral of England by Richard the Second; and Spelman hath given us a list of Admirals from Henry the Third; we may infer that our Princes had some ships of their own, besides the occasional ones furnished by the cinque ports, &c. The first instance I know of, and that a curious one, as it mentions cannon employed on



board a ship, occurs in Rymer's *Fœdera*, vol. viii. p. 447. It is an order to Henry Somer, Keeper of the Private Wardrobe in the Tower, to deliver to Mr. Loveney, Treasurer of Queen Philippa, Queen of Sweden, Denmark, and Norway, who was then sent by her uncle Henry the Fourth to her husband, in the Ship called *The Queen's Hall*, the following military stores: 11 guns, 40 *libras pulveris* pro gunnes, 40 *petras* pro gunnes, 40 tampons, 4 touches, 1 mallet, 2 fire pans, 40 pavys, 24 bows, 40 sheaves of arrows, pro *stuffura ejusdem navis*, ordinata pro aula ejusdem Reginæ.

Henry the Fifth, at his first invasion of France, appears to have had two large and beautiful Ships of his own, with purple sails, the one called the *King's Chamber*, the other his *Hall*.

Edward the Fourth had several ships of his own, which he employed sometimes in war, and often for trade, in which he dealt largely. It appears from Canning's monument in Redclift Church at Bristol, that he, at one time, furnished this Prince with 2470 tons of shipping to purchase his peace, among which were the *Mary* and *John* of 900 tons, and the *Mary Radcliffe* of 500 tons, being two of the largest Ships belonging to any Englishman in that early period that I know of, though many of that size, and larger, are to be found among the Genoese and Venetians at that time.

In 1481 he issued the following order: "*Rex dilecto sibi Richardo Symondes, magistro navis nostræ vocatæ Le Grace de Dieu, salutem.*

"*Cum nos quandam armatam potentiam ad proficiscendum supra mare in resistentiam illius infidelis et antiqui inimici nostri regis Scotorum ordinavimus, assignavimus te ad tot marinarios quot pro gubernatione et conductione navis predictæ necessarij fuerint et opportuni, ubicunque inveniri poterunt, tam infra libertatis quam extra, arestandum et capiendum, et eos in nave prædicta, nobis ad vadia nostra deservituros, ponendum et poni faciendum.*

"*Consimilis literæ regis patensis diriguntur personis subscriptis sub eadem data, viz. Roberto Michelson magistro navis regis vocatæ Le Henry Richardo Hubbard magistro navis regis vocatæ Le Anthony; Johanni Stevens magistro navis regis vocatæ Le Great Portingall, Johanni Hamond magistro navis regis Le Spagnard; Walter Cokkee magistro navis regis vocatæ Le Henry Ashe; and to five other commanders, who had not ships belonging to the King, but seem to have been hired.*" Rymer, vol. xii. p. 139.

N. B. We find that pressing of *seamen* for the King's service was practised at this time, perhaps even earlier.

It appears that our Ships were now built larger; for in the earlier stages of them I am apt to suspect they were much smaller, and even consisted, for the most part, of single-decked vessels, with one mast



only. In the famous armada of Edward the Third, though it consisted of 1100 vessels, the men on board them were only 11,166, very little more than ten men per vessel; and though, in the proportion of those furnished by London, we find them a little bigger, they do not exceed twenty six men per vessel even in that class.

It is therefore to the reign of Henry the Eighth that we must look for the establishment of a regular Navy. Before his reign, Ships were hired occasionally from the Venetians, the Genoese, the Hanse Towns, and other trading people. These with the others supplied by the cinque ports, formed the strength of our English fleets. As soon as the service was performed for which they were hired, they were dismissed.

Henry, aware of the inconveniency of suddenly collecting such a sea force as his frequent wars on the continent required, resolved to form such a permanent strength at sea, as his political views, and the growing state of trade, at that time so much increased by the discoveries of the East and West Indies, and the enlarged communications with our neighbours on the continent, seemed to make necessary.

The recent introduction of cannon on board Ships of war, had also made it necessary, that the size of them should be enlarged.

And though there were some few at that time employed in the businesses of commerce that were pretty considerable, as we see in the case of those belonging to Canning, the number of them was small, and their general size made them very incompetent to the purposes of war in the manner it began to be carried on.

To execute this plan, Henry established building yards at Woolwich, Deptford, and Chatham. He was at first obliged to hire foreign artificers, as we find by a curious report made to James the First in the year 1618, in answer to a commission issued by that Prince to his several Master Builders. The report is as followeth:

“ In former times our Kings have enlarged their dominions rather by land than sea forces, whereat even strangers have marvelled, considering the many advantages of a Navy; but since the change of *weapons* and *fight*, Henry the Eighth making use of *Italian shipwrights*, and encouraging his own people to build strong ships of war to carry great ordnance, by that means established a puissant Navy, which in the end of his reign consisted of seventy vessels, whereof thirty were Ships of burthen, and contained in all 10,550 tons, and two galleys: the rest were small barks and row barges from eighty tons downwards to fifteen tons, which served in rivers, and for landing of men. Edward the Sixth in the sixth year of his reign had but fifty three Ships, containing in all 11,005 tons, with 7995 men, whereof only twenty-eight

vessels were above eighty tons each. Queen Mary had but forty-six of all sorts." All this from the report.

Though we are not acquainted with all the particular Ships that formed the Navy of Henry the Eighth, we know that amongst them were two very large ones, viz. the Regent and the Harry Grace de Dieu; the former being burnt in 1412, in an engagement with the French, occasioned Henry to build the latter. However if we consider the Ships that formed the Navy in the first year of Edward the Sixth as the Navy left by his father, which I think we may fairly do, we shall be surprised at the state to which he had raised it. Our worthy member Mr. Topham having already given us that list, makes it unnecessary to repeat mine. I only beg leave to observe, as it gives weight to my own manuscript account of it, that my own account states it at 11,005 tons, and that given by Mr. Topham at 11,748 tons. As mine is taken in the sixth year of Edward, the little difference may be explained by the decay of some of those left by Henry, and not replaced in the pacific minority of Edward, if they ever were till the time of Elizabeth; for we find a more considerable decline in that of Queen Mary.

Mr. Topham hath noticed a curious indenture that passed between Henry the Eighth and the Lord Howard in the year 1512; but as he hath not given it at length, and it may be well considered as many of the regulations that have taken place since in our Navy, and contains a respectable number of Ships that constituted the fleet, it may be worth while to introduce it at length here.

"Henry VIII. anno regni tertio, anno Dom. 1512.

"Indentura inter Dominum Regem, et Edwardum Howard, Capitaneum generalem armatæ super mare, witnesseth, that the said Sir Edward is retained towards our said Sovereign Lord, to be his Admiral Chief and General Captain of the army, which his Highness hath proposed and ordained, and now setteth to the sea, for the safeguard and sure passage of his subjects, friends, allies, and confederates.

"And the said Admiral shall have under him, in the said service, three thousand men harnessed and arrayed for the warfare, himself accounted in the same number, over and above seven hundred soldiers, mariners, and gunners, that shall be in the *king's* Ship, the Regent, a thousand seven hundred and fifty shall be soldiers, twelve hundred and thirty-three shall be mariners and gunners.

"And the Admiral promiseth and bindeth himself to our said Sovereign Lord by these presents to do unto his Highness such service of war upon the sea, with the said army and Navy that he shall have under him, as by the King's own mission made to him for the same,

under his great seal, certain instructions signed with our said Sovereign Lord's hands to these instruments attached, and by these presents, he is committed, deputed, and ordered to do ; and as to such a Navy and army in such case it doth belong and appertain, during our said Sovereign Lord's pleasure.

“ And the said Admiral shall have, for maintaining himself, and his diets and rewards *daily*, during the said voyage, *ten shillings*.

“ And for every of the said Captains, for their diets, wages, and rewards, daily during their said kruse, *eighteen pence*, except they be of the King's *sperys*, which shall be contented with their ordinary wages.

“ And for every soldier, mariner, and gunner, he shall have every month during the said voyage, accounting *twenty-eight daies* for the month, *five shillings* for his wages, and *five shillings* for his *viſuals*, saving that they shall have certain *dead shares*, as hereafter doth ensue, of all which wages, rewards, and victual money the said Admiral shall be paid in manner and form following : He shall before he and his retinue enter into the Ships, make their moustres before such Commissioners as shall please our said Sovereign Lord, by the hands of such as his Grace shall appoint for himself, the said Captains, soldiers, mariners, and gunners, wages, *rewards*, and victual money, after the rate before rehearsed, for three months then next ensuing, accounting the month as above.

“ And at the same time he shall receive for the cost of every Captain and soldier *four shillings* ; and for the cost of every mariner and gunner *twenty pence* ; and at the end of the said three months, when the said Admiral shall with his said Navy and retinue resort to the port of Southampton, and then and there revictual himself, and the said Navy and army, and retinue, he shall make his moustres before such Commissioners as it shall please his Grace the King therefore to appoint within *bord* ; and after the said moustres so made, he shall, for himself, the said Captains, soldiers, mariners, and gunners, receive of our Sovereign Lord, by the hands of such as his Grace shall appoint, new wages and victual-money, after the rate before rehearsed, for the said three months next ensuing ; and so from three months to three months continually during the said time, the said Admiral shall have also for himself, the said Captains, soldiers, mariners, and gunners afore the bestowing their bags, baggages, and victuals ; and for the exploit of the said service of war, at the cost and charges of our said Sovereign Lord, eighteen Ships, whereof the names and portage hereafter ensue, in such manner rigged, equipped, tackled, *decked*, and furnished with artillery, as to such a voyage and service for the honour of the said

Sovereign Lord, and the weal of the journey, shall be thought to his Grace and his Council necessary and expedient.

“ The said Admiral shall have for his *dede shares* of the Ships as hereafter ensueth ; that is to say, for the Regent, being of the portage of 1000 tons, fifty dede shares and four pillotys ; also for the Ship Mary Rose, of the portage of 500 tons, thirty dede shares and a half ; for the Ship called the Peter Pomgranate, being of the portage of 400 tons, twenty-three dede shares and a half ; for the Ship called the Nicholas Rheda, being of the portage of 400 tons, twenty three dede shares and a half ; for the Mary and John, being of the portage of 260 tons, twenty-four dede shares and a half ; for the Ann of Greenwich, being of the portage of 160 tons, twenty-four dede shares and a half ; for the Mary George, being of the portage of 300 tons, twenty dede shares and a half ; for the Dragon, of the portage of 100 tons, twenty-two dede shares and a half ; for the Barbara, of the portage of 140 tons, twenty dede shares and a half ; for the George of Falmouth, being of the *burthen* of 140 tons, twenty dede shares and a half ; for the Nicholas of Hampton, of the portage of *ten score* tons, twenty-two dede shares and a half ; for the Genet, of the portage of 70 tons, twenty-two dede shares and a half ; for the Christopher Davy, of the portage of 160 tons, twenty-two dede shares and a half ; for the Sabyon, of the portage of 120 tons, twenty dede shares.

“ And for the victualling and refreshing the said ships with water and other necessities, the said Admiral shall, over and above the said Ships, have two *crayers*, the one being of *three score* and fifty tons, wherein there shall be the master, twelve mariners, and one boy ; and every of the said masters and mariners shall have for his wages five shillings, and for his victual-money five shillings for every month, accounting the month as above ; and every of the said two boies shall have for their months wages two shillings and six-pence, and for their victuals five shillings ; and either of the said masters shall have three dede shares. And the other crayer shall have a master, ten mariners, and one boy, being of the burthen of 55 tons, with the same allowances.

“ Also the said soldiers, mariners, and gunners, shall have of our Sovereign Lord *conduct-money*, that is to say, every of them for every day's journey from his house to the place where they shall be shipped, accounting *twelve miles* for the *day's journey*, sixpence, of which days they shall have evidence by their oaths before him or them that our said Sovereign Lord shall appoint and assign to pay them the said wages and conduct money.

“ And for as much as our said Sovereign Lord of his costs and charges equipped the said army and Navy, the said Admiral shall



therefore answer our said Lord the *one half* of all manner of gains and winnings of the warre, that the same Admiral, or his retinue, or any of them, shall fortune to him in said voyage by land or water; all prisoners being *chifstains*, or having our said Sovereign Lord's adversaries power, and one Ship *Royal*, being of the portage of 200 tons, or above, with the ordinance and apparel of every such prize that shall fortune to be taken by them in the said war, reserved to our said Sovereign Lord all *artillery* contained within any other Ship or Ships by them to be taken: In witness whereof," &c.—Rymer, vol. xiii. p. 326.

From this indenture, it appears that the wages of seamen were only five shillings per month at this time, accounting twenty eight days to the month, a rule observed in every subsequent increase of their wages, and still practised. In the reign of James the First I find them raised to ten shillings per month; whether by that Prince, or his predecessor, I cannot ascertain; but I should rather suppose it was done by Elizabeth, as Charles the First, in the first year of his reign, raised them to fifteen shillings, which he probably would not have done, if his father had so recently raised them before. From this indenture it likewise appears that the King employed vessels used in trade by his subjects, and that his own were not considerable, at least in number; for, except the Regent and the Mary Rose, I take it the rest were hired. The insignificant size of our Ships belonging to the Navy is apparent also from Ships of 200 tons being called Ships *royal*, and reserved for the King, if captured.

But it is not only the size, but the form of building them, that renders these ships so contemptible in the opinion of persons in the least acquainted with naval architecture; for, if we could depend on the curious print given to us of the *Harry Grace de Dieu*, by Mr. Topham, it may fairly be pronounced that she was unfit for every purpose of navigation, not only in the *ocean*, but in the less tempestuous waves of the Mediterranean, and hardly safe out of a harbour any where. Another print of a large Ship, published by Mr. Allen, and supposed, with some reason, by Mr. Topham, to have been built in James's reign, is less uncouth, though still an unpleasant picture of the state of ship building at this time. If Mr. Topham's conjecture be right, we shall find that Mr. Pett, the builder of it, had wonderfully improved his skill in less than twenty-seven years; for this Ship, called the *Prinçe*, was launched in 1610\*, and built by Pett. The

\* This year, 1610, the King builded a most goodly Ship for warre, the keel whereof was 114 feet in length, and the cross beam was 44 feet in length; she will carry sixty-four pieces of great ordinance, and is of the burden or 1400 tons; this royal Ship is double built, and is most sumptuously adorned within and without, with all manner of curious carving, painting, and rich gilding, being in all respects the greatest and goodliest Ship that ever was builded in England;

Royal Sovereign, built by the same man in 1637, gives us the first idea of any knowledge in the art ; and is really an astonishing proof of the rapid progress it had made ; for she continued a useful and valuable Ship in our Navy, until the beginning of the present century. She was in all the actions at sea during the reigns of Charles the Second and William the Third, and did great service in the fight off La Hogue in 1692. If, however, this print of Allen's doth refer to the Ship called the Prince, it is to be hoped that those built for trade, and we find very large ones, some even of 1000 and 1100 tons in our East India trade at this time, were more equal to those distant voyages. The most despicable opinion, however, may be admitted as to the form of these Ships in the early periods of the art, and how unfit they were for carrying the guns allotted to them, when we are told that the Mary Rose, a royal Ship of 500 tons, was lost at Spithead by the water rushing in at her *lower* ports, which were placed only *sixteen* inches from the edge of the water\*.

In these early periods it may be curious to notice the several gradual improvements that took place. Sir Walter Rawleigh's account is very explicit as to many of them. In Birch's edition of his Memoirs, vol. ii. p. 78. he says, "Whoever were the inventor, we find that every age had added somewhat to Ships ; and in my time the shape of our English Ships hath been greatly bettered. It is not long since the striking of *top-masts*, a wonderful ease to great Ships, both at sea, and in the harbour, hath been devised, together with the *chain pump*, which taketh up twice as much water as the ordinary did (this hath been wonderfully augmented since ;) we have lately added the *bonnet* and the *drabler* (sails) to the courses ; we have added *studding* sails, (these are now added to by *stay-sails*, *top-gallant-sails*, *sprit-sails*, and *top-sails*), the weighing anchors by the capisten ; we have fallen into consideration of the length of cables (they, from another manuscript account in my possession, were under eighty fathom), and by it we resist the greatest winds that can blow ; witness the Hollanders that

and this glorious Ship the King gave to his son Henry, Prince of Wales ; and the 24th of September the King, the Queen, the Prince of Wales, the Duke of York, and the Lady Elizabeth, with many great Lords, went unto Woolwich to see it launched, but because of the narrowness of the dock, it could not then be launched ; whereupon the Prince came the next morning by three of the clock, and then, at the launching thereof, the Prince named it after his own dignity, and called it the Prince." The great workmaster in building this Ship was Master Phinies Pett, gentleman, sometime Master of Arts at Emanuel College, Cambridge.

\* It is not improbable that this was the Ship, and not the Great Harry, of which Mr. Allen published the print from an old picture, and is a valuable intermediate step between that Ship and the Royal Sovereign, built by the same master in the reign of Charles the First. Vide Stow's Chronicle, p. 994.

He also mentions a merchant Ship, built the year before, in 1609, by the East India Company, of 1200 tons.

were wont to ride before Dunkirk, with the wind at N. E. making a lee-shore in all weathers; for, true it is that the length of the cable is the life of the Ship in all extremities; and the reason is, that it makes so many bendings and waves, as the Ship riding at that length is not able to stretch it, and nothing breaks that is not stretched: we carry our ordnance better than we were wont; for, in King Henry the Eighth's time, and in his presence at Portsmouth, the *Mary Rose*, by a little sway of the Ship in *casting* about, her ports being within *sixteen* inches of the water, was overset and lost." He says again, in p. 95, "She must carry out her ordnance in all weathers, provided that the lowest tier of ordnance must lie *four feet* clear above the water, when all her loading is in." To proceed with Sir Walter's observations, in p. 99; speaking of the ordnance, he says, "there is a great superfluity, many Ships having 40 pieces of brass cannon, and only twenty gunners to manage them;" and he thinks that twenty or thirty pieces of brass cannon, demy cannon, culverine, and demy-culverine, are very sufficient.

Indeed, unless the proportion of the larger pieces was very small, I do not see how the Ship could bear them; especially as in p. 94 he recommends a Ship of 650 tons in preference to one of 1200 tons (this possibly refers to the *Royal Charles*, built at the very conclusion of James's reign); and says, "she can carry as large, though not so many, guns." He recommends a dock to be built at *Plymouth* (at that time not established), and mentions among other improvements, that the second deck should be raised.

All this, and a great deal more, hath been done since his time; for the cables, which then were about seventy-eight fathom, are now one hundred and twenty; and two cables an end are frequently made use of. The size of the anchors hath been increased: the sheet anchor of the first *Royal Sovereign* weighed only 4400lb. though she was about the size of our present seventy-four gun Ships, viz. about 1650 tons, whose sheet-anchor weighs 6700lb.; the sheet anchor of the *Prince*, burthen about 1230 tons, weighed only 3200lb.; that of our present sixty gun Ships, about the same tonnage, viz. 1220 tons, weighs 5300lb. Another considerable improvement occurs in the masts and yards of the two periods; for as we have with great judgment increased the weights of our anchors, we have, with no less knowledge, decreased the size of the masts and yards. The main mast of the *Prince* was 102 feet long, the diameter of it three feet three inches; the main mast of our sixty gun Ships, as above, is only 94 feet 10 inches long, diameter two feet seven inches and five eighths. I am not able to ascertain the masts and yards of the *Royal Sovereign*; it may be sufficient to observe that the main mast of our present *Royal George*,



burthen about 2300 tons, is only 117 feet long; that she hath one deck more than the Prince, which probably takes off eight or nine feet of that length: the diameter of it is only three feet two inches and seven-eighths, not quite so thick as that of the Prince, although almost double her tonnage; the main-yard of the Prince was 96 feet long, diameter two feet; that of our sixty gun Ships main-yard is 84 feet two inches long, diameter one foot eight inches and five eighths. Any person acquainted with the importance of diminishing the weights above water of a Ship as much as possible, will be sensible of this great improvement; as also of the reduction in the quarter galleries of our great Ships. Those in a ninety gun Ship are now not larger than they used to be in our old forty gun Ships; the poop royal, in our present first rates is omitted, and that enormous weight aloft taken away; nothing is given to parade; the height between decks, at least in the cabin part, is lessened almost two feet.

That great seaman Sir Walter Raleigh early observed the great mischief accruing to the service by building in *private* yards, and recommends strongly that no large Ship should be builded except in the King's yards; for that all such Ships did not endure; and this evil still attends all such Ships as are built by contract.

If the construction of the Ships was so rude and imperfect at this time, the manner of fighting them does not seem to have been much better; for we find in the action in 1549, between the two great fleets of France and England, the former consisting of ninety, and the latter of one hundred vessels; that after a *close* fight of *two* hours, the French historian, M. du Belley, observes, there were not less than three hundred shot fired on *both* sides. Lord Rodney, in his memorable engagement in which the Ville de Paris was taken, informed me himself, that he fired eleven broadsides from his own Ship; which, as she carried ninety-eight guns, was probably almost double the number fired on *both* sides between these two mighty fleets. In the earlier state of naval engagement, before the introduction of cannon, the manner of fight was still ruder, and more barbarous; for the combatants fought on platforms raised on the decks of the vessels, something I suppose, like those at Otaheite, as described by Captain Cook; and endeavoured with the beaks of their vessels (the ancient rostrum) to sink those of their opponent; or, by a brisk exertion of their oars, to break those of their enemy, and thus render them unmanageable. This mode of fight continued to 1213; and was practised in the great fight, that year, between the French and English fleets. It must have been attended with a great deal more slaughter than that which hath followed the use of cannon\*.

[To be continued.]

\* From the eleventh volume of ARCHÆOLOGIA, page 154; read Feb. 14, 1793.



## ON THE CHARACTER AND PROFESSIONAL DUTIES OF SEAMEN.

(From NAVAL SERMONS preached on board his Majesty's Ship *Impetueux*\* in the Western Squadron during its Services off Brest, by JAMES STANIER CLARKE, F. R. S. Domestic Chaplain to the Prince.)

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1. A Life of Peril favourable to the attainment of Virtue.—2. The Knowledge of God derived from the Contemplation of his Works—
3. The Christian Religion.—4. The Necessity and Advantages of Obedience.—5. On the Naval Character.—6. The Disciples in the Storm.—7. St. Paul in the Storm.—8. On the Love of our Country.—
9. On the Delusions which seduce Men from their Duty.—10. Thanksgiving Sermon for Naval Victories.

—“LET no one among you then lament, that he is obliged to practise the virtues of diligence, and perseverance. Let no one repine, that it should be his allotment to *get his bread with the peril of his life*. Have you not, when encountering the fury of battle, found your minds elevated and ennobled by its dangers? I here address myself unto those who can so well answer the question. You must remember what superior sensations animated your souls, when, preparing for action, you first beheld the line extending to oppose the arrogance of an approaching enemy.”

“You, therefore, should justly value a situation so honourable to yourselves; whose very dangers lead to glory, and whose perils may be said to promote the general welfare. Yet should you in any moment of weakness, to which we are all subject, be disposed to regard the state of indolent, inactive men with envy; a succeeding moment of reflection will recal the natural animation of your minds. The voice of Duty, and of that ambition which invigorates it, shall make you blush at any inglorious wish for ease, which might have stole into your hearts; and you would then consider it with aversion and attempt.

“The noble exploits of the British Navy may be said to glow in the brightest pages of our Country’s annals, and to obscure those of its enemies. To trace their renown, however pleasing and grateful to a mind that long has contemplated them with astonishment and gratitude; would claim a portion of time that cannot now be allowed me, and a more brilliant eulogium than I have language to express.

“I well know, and am proud to declare, the characteristic virtues of British Seamen. They are eminently distinguished by a never failing love of their Country; by humanity towards their fellow-

\* When commanded by John Willett Payne, Esq. now Rear-Admiral of the Blue.

creatures; by moderation in victory; by a noble disdain of the severe hardships of their profession, and an elevated sense of its glories. Nor am I insensible to the dangers they encounter, or the sufferings they undergo. I know, my fellow Christians, that you get your bread at the peril of your lives; but I also know it to be your pride, and your consolation, that this is done in the service of your Country.

To you, with all those brave men, wherever they may be, who are employed in its defence, your Country looks with the most perfect confidence; not only for the protection of its laws and liberties, but of its most holy Religion. In the united character of Britons and Christians, she looks to you for the permanent security of her Constitution, and the inviolate sanctity of her Altars."

#### SECOND SERMON.

"No opportunity can be more adapted to enforce the practice of such Contemplation, than the immediate moment, when you are dwelling on that Ocean, which forms the most stupendous object in creation. "In the beginning, when darkness was on the deep, the spirit of God moved upon the face of the waters; and whilst all the sons of God shouted for joy, he gathered the waters together, and called them seas;" *hilberto shalt thou come, but no further, and here shall thy proud waves be stayed.* If these wonders of creating power have escaped your notice, be not in future blind to such glorious means of attaining a perfect conviction of the existence of a God. One day's serious examination of the objects you behold, will oftentimes do more to convince the stubborn infidelity of the atheist, than all the arguments which learning itself can devise. You need only a mind properly trained, and disciplined by Religion, to confound the self-sufficiency of infidels:—for you could tell them, "that though you had been carried by the tempest up to the heaven, and down again to the deep; though your soul had melted away because of trouble: yet, that the Lord hath delivered you out of your distress, hath made the storm to cease, and brought you unto the haven where you would be."—

"Remember the effect, which the first sight of the Ocean produced upon your mind: an object which no one ever for the first time beheld, without astonishment and veneration. Who can observe this abyss of waters, rolling in the greatness of its strength, without experiencing the sublimest sentiments of devotion? The philosopher has in vain attempted to ascertain, with precision, all its phenomena. The causes of the tides, the saltness of its waters, and the very Compass that directs your course, have not perhaps yet been elucidated with that perfection which a future period may unveil.

"Ye who live amid the vicissitudes of contending elements, whose representation alone fills the common beholder, though in safety, with

dismay ; pass your lives in a continual survey of the most sublime object of nature, which is the Ocean ; and in conducting the most wonderful work of art, which is the Ship that bears you through it. Unto you is given to trace the Creator of the world, in the sublimest of its features : you see him in the Ocean, you hear him in the Tempest, and look for his protection amid the winds and waves, His power is alike felt by you, whether you glow beneath a vertical sun, or shiver amid a frozen sea. You not only behold the power of God, as it appears in making the storm fulfil his word ; but in the different climes, to which you are conducted, by a life of perilous adventure.

“ It is a natural subject of astonishment, that those *who go down to the sea in Ships* are ever otherwise than religious and devout characters ; as they see the works of the Lord, and his wonders in the deep, they could not possibly resist the force of such daily evidence, without the fatal influence of some error, early received, which an heedless inattention augments. No class of men, taken as a body, has ever shewn a greater respect for Religion, when properly presented to their attention ; and however the vices of a few individuals may have drawn unjust aspersions on their profession, the religious disposition, and that attention to propriety of demeanour, which of late years has appeared among you, and been so much cherished by your respective Commanders ; will not fail, if thus continued and supported, to withdraw the only shade, which malice or ignorance has often cast over THE NOBLE CHARACTER OF A BRITISH SEAMAN.”

#### SERMON THE FOURTH.

“ We enjoy, by this means, a degree of security, of public happiness, and interior tranquillity, for which a very large and oppressed part of Europe languishes in vain. Hence it is, that we exult as Englishmen in the honour of our character, the excellence of our constitution, and a course of national prosperity ; while the Country, whose shores you behold ; and against whose insulting menaces, you now offer, and have so long offered, a proud defiance ; contains scenes of confusion and disorder, of tyranny and misrule, of persecution and murder ; at whose horrors Europe trembles, and in which all Europe would have been involved, if British honour, British courage, and British power, had not stood forth to check the progress of an ambition, the most insatiable and cruel. For it is not, my brethren, the Cause of your Country alone which is maintained, by thus traversing the Ocean, and displaying this glorious assemblage of naval strength, even at the very harbours of the Enemy ; but the Cause of every part of the civilized world : nations, yet unborn, shall hear your noble exertions related with gratitude ; and shall make the arduous labours, you now endure, the frequent theme of praise and emulation.”

## SERMON THE FIFTH.

“ That respectable station, which you occupy in Society, will not yield to any in the honour it has at all times received ; nor in the zeal, it has ever manifested, to promote the happiness of mankind, by enlarging the boundaries of knowledge, as well as by forming a more extensive chain of union, between the different families of the human race. On the shore of the Red Sea, in the land of Edom, did the Ships of Solomon increase the affluence and renown of his subjects. In the train of Hiram, King of Tyre, were encouraged those who had a knowledge of the sea : and surely, it is not improbable, that the first idea of the stupendous structure, which we at this moment inhabit, proceeded from that Ark, which God himself instructed Noah to build for the preservation of his family, when Divine Justice denounced the Deluge, which afterwards spread destruction over the face of the earth.

“ Nor is the subject less worthy of your exultation as Christians, than as professional men. It equally tends to cast a lustre on the natural defenders of our Country ; to inspire them with that zeal, and to confirm them in those principles, by the influence of which, through a long succession of ages, their predecessors have been *honoured in their generations, and were the glory of their times.*

“ From what class of men did our blessed Saviour select his early followers, and some of the first preachers of his Gospel ? Was it from among the great, the rich, or the learned, that he chose his disciples ? Did he go in search of them to the stately palace, or the crowded city ? No, my brethren, it was from the sea shore of Judea, that he called men, from their maritime occupations, to follow Him.

“ Shall ought then, but the utmost zeal for Religion, the most decided and constant attachment to their superiors, be seen among those, whose character has so long been glorious and renowned ? Can any one be found among them, so little anxious to preserve the honour of his profession, as to disgrace it by blasphemy and crime ? Some indeed from a wanton spirit of levity, and wrong principles, early instilled, may appear to be involved in similar errors ; but let us trust, that you will endeavour to lessen their number : and though infidelity should disgrace the nations of the earth, by unfurling its standard among them ; though Christianity, insulted and despised by men, who assume the garb of philosophy, has been injured by their impious attacks ; may God grant, that it shall be cherished and supported by the unshaken faith of mariners ; who were the first to plant the Cross of Jesus Christ, and to die in its defence.”

[To be concluded in our next.



## MARINE SCENERY\*.

SCENE—NEAR TORBAR.

(From MARCHMONT, by CHARLOTTE SMITH.)

*Ira maris, vastique placent discrimina Ponti!      Val. Flaccus.*

—“SHE now found herself at a greater distance from Eastwood-leigh than she had ever been on the side next the sea; and on the other side the cottage had hitherto limited her walks. The way was through lanes bounded by elms, which though not yet in full leaf, were so closely interwoven in the bank with a luxurious growth of holly, that nothing was to be seen beyond them—till on a sudden the road ascending a steep hollow way, opened to a kind of common field, forming the top of an high promontory, commanding an immense extent of sea, and, for many miles, the indented cliffs of the Western Coast. Such was its elevation, that Althea had no notion how it was possible to descend to the water. With anxious eyes she surveyed the expanse of ocean; it was indeed a “shipless sea,” neither boat nor any larger vessel was to be seen, and she feared the people Marchmont had expected might have disappointed him.

The child now shewed her a narrow and rugged descent, made by cutting the red clay and stones, of which the cliffs are here composed, into a sort of rude steps. Here Althea dismissed her guide, bidding her return immediately home; and then, with less fear than she might at another time have felt, descended to the margin of the sea.

On reaching it, she found herself under an almost mural range of rocks, composed of dark earth, and broad strata of reddish coloured stones, horizontally arranged, as if by the hands of man. The place where she had descended seemed the only practicable part; for a little farther on, the height became tremendous, and the face of the rock perpendicular towards the top, while beneath it was eaten by the water into deep caverns: from one of these she expected to see Marchmont appear—but, for some time, she looked around her in vain.

Vast masses, fallen from the cliffs, were scattered between them and the water at the tide of ebb. With the tide of flood, these pieces, worn into grotesque and giant shapes, were half covered by the waves. Already the rising water broke rippling round the most remote craggs—to their rude surface, clams, limpets, and muscles adhered, among the sea-weed that grew streaming about them. All was wild, solitary, and gloomy; the low murmur of the water formed a sort of accompa-

\* Continued from Vol. I. p. 479.

niment to the cries of the sand-piper, the *puffin-awk*; while the screaming gull, and the hoarse and heavy cormorant, were heard, at intervals, still louder. Althea, as she sat on a fragment of stone, surveying the scene and listening to these noises, could have fancied herself thrown by shipwreck on some desert coast, where she was left to solitude and despair.

The tide rose slowly in so calm a morning, yet it was now so high, that it seemed certain the hour could not be far off when Marchmont expected the boat. Again she feared some disappointment; some accident; and quitting her rugged seat, went on towards a part where the view along the sands was less impeded by broken rocks. Two persons soon after appeared, one of whom she knew to be Marchmont. As soon as he perceived Althea, he sprang forward to meet her.

—A signal was suddenly given from behind some high rocks to the left of that where they sat; and the boat, with Fenchurch and two seamen in it immediately appeared from beyond a promontory. Marchmont directed Fenchurch to bring the boat on shore farther on; where high cliffs ran into the sea, and shut out all near view of the spot, where he was now compelled to take a reluctant leave of Althea.

When he was gone, she sat down breathless, and with a beating heart, on her former seat; with eyes fixed on the sea, she waited in an undescrivable state of mind for the sight of the boat, and fancied that, amidst the low and almost imperceptible murmurs of the tide, she heard the dashing oars. Nor was she deceived; in a few moments she saw it slowly appear beyond the promontory. Marchmont was standing in it, his looks apparently fixed on the place where he had left her:—but the distance was soon too great to allow her to distinguish his features.—The dull haze that had been long gathering over the sea, now thickened so much, that the boat and the passengers in it became indistinct; appearing only like a dark shapeless spot amidst the wide expanse of water; and it was soon afterwards hardly to be seen at all. While Althea could trace, or fancy she could trace it through the mist, and intervening distance, she remained on the shore; then slowly and reluctantly returned by the rugged steps to the summit of the cliff; and from thence again surveyed the sea, now undistinguishable from the sky, all being alike overclouded. She thought, however, that she still saw the boat move through the distant waves—till the head land which forms one side of Torbay\* seemed to intervene. It was there, as Marchmont had informed her, the vessel lay that was to receive him. Hardly distinguishing her way, she now looked around her to be certain that she was in the right road back to the house of Eastwoodleigh,

\* Berry Head.

which, large as it was, could not be distinguished even from this high ground ; because of the numerous tall elms every where lining the lanes of this country, which in many places appeared like a continual wood. Fortunately she had remarked a singular bank of red coloured earth in her way, which now served her as a guide to the steep lane she had ascended ; and afterwards her road lay entirely along it, till she came to the ivy-clad ruins of one of the lodges of the disparked environs of Eastwoodleigh.

—The day after Marchmont's departure, the calm stillness of the Morning tempted Althea to revisit the shore, which was in some measure a new object to her ; and would now, she thought, afford her a melancholy pleasure.

The quiet solemnity of the hour, and scene, was not broken by the gay and lively verdure of May ; for the distant landscape was softened by the hazy vapour.

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 PLATE XXXI.

THE Brunswick having cut loose from *Le Vengeur*, is pouring into her bows a last, and raking broadside : the latter is dismasted, water logged, and sinking. The Brunswick is obliged to keep before the wind ; having eight lower-deck ports shot away, and many shot in the hull : her masts, and bowsprit are also so much wounded as to render it impossible to haul to the wind, without great danger of losing them.—The van of the French fleet passing to windward of her and to leeward of the *Queen*, entirely separated the Brunswick from the rest of the fleet ; and for this reason she would have found it utterly impracticable to have joined, even if she had been in a condition to have hauled to the wind :—this obliged the Brunswick to bear away for England, where she first arrived with the glorious news of Lord Howe's victory.

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 CORRESPONDENCE.
 

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MR. EDITOR,

If the following account of the manner in which his Majesty's Ship *Elephant*, of 74 guns, commanded at that time by Captain Charles Thompson, was struck by lightning in Portsmouth Harbour, on the night of the twenty first of November 1790, be deemed worthy your notice, it is much at your service.

THE evening of the twenty first of November was very tempestuous with heavy rain, accompanied with prodigious large hail, very loud claps of thunder, and strong lightning. At that time there were two Midshipmen, and one Quarter Master, looking out on the quarter

deck, and a marine sentry at the cabin door. An heavy shower of hail and rain falling, the above Midshipmen and Quarter Master took shelter under the poop deck till the rain was over. It was then half past eleven o'clock P. M. when a terrible loud thunder clap was heard by all on board, seemingly to break over the Ship; the Midshipmen and Quarter Master on quarter deck, at the same instant, seeing as if it was a ball of fire coming down on the Ship from the elements; which took its direction to the brass sheaves in the heel of the maintop mast, that was then unrigged and struck, hanging in the top rope; the brass sheaves attracting the lightning, it shivered to pieces the top mast from the heel twenty feet upwards, forcing out the sheaves, and sending them as far as the galley; the top rope, as the top mast came down going right up the midships of the mast as far as it was shivered where it was brought up: the top rope luckily was not cut or, burnt, or the top mast would have come down by the run on deck. The iron hoops on the main mast attracting also the lightning, it took the main mast about twelve feet below the hounds; and penetrating into the centre of the mast, it opened and shivered it downwards near sixty feet; bursting off eight large iron hoops, and cutting off (as if done with an axe) several of the woodings of the mast, and drawing out all the nails. It went also to the chain and hand pumps, which it entirely rendered unserviceable, breaking them to pieces. It left a very strong smell of sulphur in all parts of the Ship; especially on the lower gun deck and orlop deck, with a thick smoke, the strong smell of the sulphur and smoke almost taking away the breath; the Ship appearing in several parts as if on fire, occasioned by the electrical matter running about the decks for a considerable time after the Ship was struck. It being very dark and rainy, we could not see the damage the mast had received till next morning; when we found the main mast entirely gone, it being only supported by two of its pieces, and them partly shivered. The cap, top, and main shrouds being still on the mast, made us apprehend the mast would go by the board every minute. The decks were covered entirely with chips and splinters of the masts. We also found five of the iron hoops of the mast on the forecastle, poop, and booms; the rest went overboard. We got the Prince William sheer hulk alongside to unrig and get out the mast, which was done without any accident. Luckily no lives were lost.

For several days numbers of people came on board to view the Ship, A piece of the maintop mast, with part of the top rope still in it, is to be seen at the Mast House in Portsmouth Dock Yard.

Your humble servant,

T. S.

*An Officer then on board the Elephant.*



MR. EDITOR,

*Hull, 15th of April, 1800.*

If the following fact, which I think will be allowed to be an extraordinary one, be thought worthy a place in your useful and entertaining publication, you will please to insert it.

I am, yours, &c.

SAMUEL STANDIDGE.

**I**N the year 1752, having freighted one of my Ships at Hull, loaded as cargo for Newport, Rhode Island, I went Master of her myself; and sailing in April, and going north about (as it is termed), we soon got round the cluster of islands of Orkney. As it was summer weather, no material occurrences happened crossing the Atlantic Ocean, until we ran the distance of about one hundred leagues short of Cape Raze in Newfoundland, in the latitude of 45 degrees north. On the tenth of May, at four o'clock in the morning, a man at the mast head called out, "Land, land, ahead! steering west and by south, wind at south." Myself and mate said it was impossible, as we were more than an hundred leagues short of Cape Raze in our reckoning, and one degree of latitude to the southward. I went up immediately to the mast-head, and saw something resembling high land; the Ship at this time was going at the rate of five knots an hour, so that we soon approached near enough to ascertain it to be an island of ice, and soon after saw three other islands at a distance from each other: and as our course was directly through them, at four o'clock P. M. were near those amazing islands of ice; and sailing betwixt two at about a mile distance from each other, I went so close to the weathermost that we could fire a musket ball on shore. I went up to our mast-head to survey it, but was then very little advanced from the surface. They were composed of very high hills, and in places very scraggy and deep vallies. The largest of these immense bodies of ice we supposed about four miles in circumference, and its height above the surface of the water must have been equal to that of the rock of Gibraltar. We saw them at the distance of twenty leagues, and as customary sounded, yet could not find ground at one hundred and fifty fathoms. Passing these prodigious mountains of ice, floating in the ocean, we pursued our course to the westward; and after a run of twenty-five leagues fell in with a number of vessels, fishing on the grand bank of Newfoundland; hove our Ship to, and in half an hour, with two hooks, caught fifty fine large cod; at the same time was highly gratified in observing the vessels that were near us; the people being so very expert with their lines, and the cod fish being so abundant. The following method the vessels of Newfoundland pursue: they come out, generally, early in the week, with six to eight men; they

oft fish four men of each side, with each man two lines, and two hooks on each line, in about eighteen to twenty fathoms water ; and I perceived they hauled in two cod at a time, as quick as they could haul in the lines and throw them out. Their bait is generally a bit of skin of pork, or small fish, taken out of the cod. As soon as their day's fishing is over, they head and gut the fish, and throw them over-board, in order to their carrying the more. When full, in three or four days, they return into harbour, split, salt, and dry them on a stony beach ; and thus they are prepared for an European market, and taken from thence by large Ships at the latter end of the year, which sail from England on purpose to bring it away. After one hour's observation at that time, we made sail, and pursued our voyage ; and arrived safe at Rhode Island, without any other remarkable occurrence.

What I would remark to Seamen in general who frequent those seas is the necessity of a good look out, as it is frequently foggy weather ; or, in dark nights, those large islands of ice may be very easily run against, which is as certain destruction as the rocks of Nova Zembla ; and I am afraid many Ships and lives have been lost by such accidents.

On my waiting upon my merchant, Mr. Joseph Harrison, an experienced sea-faring gentleman, it was not without a considerable degree of diffidence I related to him, the prodigious phenomena of ice we had seen floating in so low a latitude as 44 degrees north. He said he could not entertain the least doubt of what I had told him ; and declared that such enormous congelments drifting so far to the southward, though very rarely met with in those latitudes, were not difficult to account for. It is well known that the tremendous high mountains in the country known by the name of the Labradore Coast, or North and South Wales, are eternally covered with snow ; and the wind blowing from the north three quarters of the year, causes such an intense degree of cold in the winter, as is not experienced in any other part of the globe in the same latitude.

The accumulating, therefore, of such surprising mountains of ice had probably been occasioned by an uncommon snowy season in this dreary country ; and the strong winds blowing the snow from those dreadful heights, had collected an immense quantity upon the cliffs ; where congealing in the winter, it formed into a solid and compact body of ice, from which in the spring these enormous masses had broken off ; and the wind blowing generally from the northward, had drifted them out of soundings along the coast of Newfoundland ; and not improbable but they might be carried by the currents, which always set to the southward, so far as the latitude of 30 degrees, or farther ; they would not be entirely dissolved before the month of July or August.

## NAVAL LITERATURE.

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*View of the Russian Empire, during the Reign of Catherine the Second, and to the Close of the present Century.* By William Tooke, F. R. S. &c. 3 Vols. 8vo. 1l. 7s. boards. (Vol. II. Pages 612. Vol. III. Pages 694, considered.)

(Concluded from page 133.)

THE Admiralty is at Petersburg, with an High Admiral at its head, which place was held by the Grand Duke for many years. As an Imperial College it belongs to a following article.—That the fleet in the Euxine or black Sea is not under its cognizance has been already remarked.

The Baltic fleet in the year 1789, besides its High Admiral and some other officers of eminence, had one Admiral (in 1786 there were three), four Vice-Admirals, and five Contre Admirals; amongst whom such Admirals and Vice-Admirals are not comprised as were appointed to the galley-haven, the Marine Cadet Corps, or as general Paymasters, general commissaries at war. &c.

To insert the regulation of Peter I. relating to the rank and pay of the Admirals and Officers, &c. of his fleet, with all the alterations it has hitherto undergone, would only swell our pages without being of any utility. A few short notices will amply suffice.—In regard to rank:

The *High Admiral* has the rank and pay of a General Field-Marshal in the army. An Admiral has those of a General in Chief. A Vice-Admiral those of a Lieutenant-General. A Contre Admiral those of a Major-General.

The *Captains* in the Navy were divided by Peter I. into three classes: to those of the first class he gave the rank of Colonel; to those of the second, the rank of Lieutenant-Colonel; and to those of the third class, that of Major. There were still the Captain-Commanders, to whom he assigned the rank of a Brigadier. At present we never hear of a Captain of the third class; the rank is allotted as follows:

The *Captain-Commander* has the rank of a Brigadier in the army. The Captain of the first class the rank of a Colonel. The Captain of the second class that of a Lieutenant-Colonel. The Captain-Lieutenant that of Premier-Major. The *Lieutenant* has the rank of a Captain in the Army, and the *Midshipman* that of a Lieutenant.

The *first Captain* sometimes gets the rank of a Major-General, without being therefore raised to a Contre-Admiral, as was the case

with our countryman Mr. Gibbs, who stands in the lists as "Captain of the Fleet, with the rank of Major General," with some others, as Melnikof, Odintzof, &c.

The Pay of the General Admiral, or High Admiral, per annum is 7000 rubles. That of an Admiral 3600; a Vice-Admiral 2160; a Contre-Admiral 1800; a Captain-Commander 840; a Lieutenant 200; and a Midshipman 120 rubles. It is here to be remarked, that the Officers are also allowed *dentschiks*\*, or servants, namely, a Lieutenant two, and the rest in proportion. Likewise when they are at sea the Officers are allowed table-money, viz. in the Baltic each Officer monthly seven rubles, and the Captain somewhat more. On long voyages this allowance is increased †.—Formerly every Captain was presented by the crown with a service of silver plate; but this custom has been long left off.

It scarcely need be mentioned, that the Officers not only take precedence according to their rank; but whenever that is equal, it is settled by seniority ‡. Thus, for instance, especially on board of large Ships where there are several Lieutenants together, the elder may give orders to the younger. A Captain-Lieutenant can only have the command of a frigate.—On board of Ship the Navy Officer has the command over the Land Officer, even in cases where the latter is of higher rank ||.

The Sailors are divided into two classes: to the first belong the experienced, at eighteen rubles per annum each; but those of the second class have only twelve. But we are very lately assured, that the tertial § of each of the first class is only three rubles sixty kopecks, and that those of the second receive no more than two rubles fifty kopecks; which amounts annually for the first to ten rubles thirty

\* It has before been mentioned that these servants are taken from the recruits. When the Government is apprehensive of burdening too much the empire by frequent and numerous levies, the Naval Officer sometimes must be content with fewer, and even with no *dentschiki* at all.

† In the Archipelago, if I am not mistaken, in the Turkish war of 1770, the monthly allowance was twelve rubles.

‡ He that is older in the service cannot without affront be ordered by a younger; but when they come together the latter must resign the command to the former.

|| Some Officers of the army unacquainted with this; and, what is more, some Officers of the guards, who were on board the galley fleet in the year 1789, expressed at first great astonishment, and took umbrage at it. The latter, particularly, thought that nobody but the Empress could put them under arrest. But an order soon came from Court that taught them better.

§ Instead of quarterly payments, as usual in England, all officers and placemen in Russia, whether civil, military, naval, or ecclesiastical, receive their pay by tertials; that is, at three stated times in the year.



kopeeks, and for the latter to seven rubles fifty kopeeks \*. More over, they are fed while at sea : but when on shore each receives his ordinary provision, as in the land service,—The Sailors are not left without hopes of promotion ; as the several offices and posts about the Ship are conferred upon them according to their good behaviour. Any one, who knows how to write, has a chance of being advanced to be skipper, in which capacity he has the care of the sails, cordage, &c. and at the same time is raised to the rank of a Captain in the army (but never higher), and yet remains skipper as before. The children of the Sailors and marines are kept at school, and at length promoted to steersmen ; with which they likewise may have the rank of Captain in the army, but without, therefore, laying down the post of a steersman. —To a Ship of one hundred guns the crew is usually reckoned at one thousand men, in which are included sailors, marines (who are commonly called battalions), and the engineers †. But the crews are not always complete.

The harbours for the fleet have been already mentioned, nothing more therefore need here be said of them. —The expence attending the maintenance of the Navy was formerly estimated at about 1,200,000 rubles : in regard to which we are to consider that many articles are very cheap in Russia, and that the crews are paid much less wages than in other countries, particularly in England. At present, as a greater number of fleets are kept up, and as they consist of far more Ships than formerly, the cost must be exceedingly increased.

Russia had formerly no more than two dock-yards, those of Petersburg and Archangel ; to which have latterly been added those of Kherson, Cronstadt, and Taurida. The Ship yard at Kherson was absolutely necessary while there was no better place at which to build Ships for the Euxine : but the situation is rather inconvenient ; not only because timber there must be procured at a very high price, but also chiefly because large Ships cannot without difficulty be brought across the Liman ; for which purpose they must be entirely unloaded and dismasted. The harbours of Taurida afford far more commodious places for dock yards.

At Petersburg and Cronstadt the men of war are constructed of oak, transported thither from the regions of Kazan at a great expence.

\* This account is from the mouth of a very credible Naval Officer ; but, as it has been advanced by some travellers, that the sailors receive fifteen rubles monthly, it must be observed, that this ought not to be understood of the ordinary pay : only some free people, who come and offered themselves to serve on board the galley fleet, received monthly from eight to fifteen rubles. Even the Turkish prisoners, who were in Petersburg, tempted by this great pay, offered to serve in the galley fleet.

† The Swedish Officers who were taken prisoners in the year 1790, confessed that the Russian fleet had excellent artillery. Their own fleet was in want of artillerists ; and therefore their cannon did far less injury than the Russian.

Indeed in several districts much nearer, single oak-trees are found; in Lettland and in Esthonia, particularly in the circle of Hapsal, even oak-forests, but they are small, whereas those of Kazan and Voronetch are of pretty large growth. Tzar Peter I. ordered them to be carefully spared and encouraged for the purposes of ship building. Accordingly foresters were appointed, who had discharged soldiers under them: but these people were a great plague to the inhabitants, and committed all manner of excesses amongst them\*; for which reason they were abolished in the year 1762 †. However, every land-owner is careful of his oaks, as he can always get a good price for them. In Petersburg every pood of oak timber, including the expence of transport, sells for fifteen to twenty-five kopecks.

At Archangel the Ships are built of the wood of the larch tree ‡, which is very cheap; a quantity sufficient for the construction of a Ship of sixty guns costs there, if purchased with integrity and caution, about three thousand rubles, and perhaps somewhat more. But for particular parts of the vessel oak timber is used, which is also brought thither from the precincts of Kazan §.

## Naval Poetry.

### THE FATAL CONQUEST.

#### A POEM

Occasioned by the Death of the brave Sir RICHARD GRANVILLE, in the Year 1591, after sustaining, in the *Revenge* an English Man of War, a Fight of fifteen Hours against a Spanish Armada of Fifty-three Sail.

(Continued from Page 135.)

GRANVILLE beholds his Ship involv'd in flame,  
And vows to die, or vindicate *her name* §;  
Meantime the foes from ev'ry quarter pour,  
And shot and arrows fly!—a deadly show'r!

\* For instance, they threw oak boughs into the court yards of the Tartars, and then accused them of having cut down oaks; or bones of pork, and charged them with having kept hogs, which is prohibited by the Mahomedan religion, &c.

† Busching, in the earlier editions of his Geography, mentions a forester still in 1770 in the district of Kazan; it is possible that there might be one, but the office was abolished in 1762.

‡ Some German writers are of opinion, that if the larch afford not better timber than the oak, it is at least as good; this I leave undecided, but I doubt it very much. At times the fir is used with the larch in considerable quantities.

§ Mr. Busching, in the last edition of his Geography, commits a slight mistake in saying, that at Archangel the Ships are built of the oak timber growing there. No oaks at all grow there, as I have been uniformly told by officers belonging to the yard; as well as by our worthy countryman the late Mr. Yeames, who was master ship-builder there for many years.

§ His Ship called the *Revenge*.

But check'd by Granvill's wrath soon slacks their rage,  
 They lose awhile the spirit to engage :  
 His broadside now \* the huge San Philip felt,  
 A dire salute ! but seasonably dealt :  
 She quits the hold she can no longer keep,  
 Shifts her faint sail,—then founders in the Deep.  
 The Iberians aw'd, her hapless fate survey,  
 And dread they shall obtain no easy prey ;  
 While the Revenge, now freed, reloads her side,  
 Prepar'd to face the Storm she must abide.  
 At last resolv'd (shame makes the fearful dare),  
 The Spaniards rally and renew the war !  
 From their surrounding Ships new thunders deal,  
 Return'd in thunders which too well they feel !  
 Thick flew their balls, all to one object borne,  
 With malice wing'd, return'd with mortal scorn.  
 Yet Granvill's rigging gone, his vessel gor'd,  
 The foes again encourag'd, try to board ;  
 And as the faint remains of day expir'd,  
 By fav'ring night, by hopes of conquest fir'd,  
 Thousands advance, as soon compell'd—retreat  
 Unable to sustain such British heat ;  
 While on the deck, conspicuous to the view,  
 Firm Granvill stands, and cheers his valiant crew !  
 Exhorts !—commends ! new life to all imparts,  
 And with redoubled vigour fires their hearts :  
 By his example each a hero glows,  
 And copes undaunted with † unnumber'd foes !  
 Night now prevailing had eclips'd the day,  
 The Sun in pity hid his blushing ray ;  
 Fit emblem of the Chief, whose ruddy beam  
 Of glory set—to rise to future fame !  
 When, as unheeded through the foe it steer'd,  
 An English bark ‡, at Granvill's stern appear'd,  
 NOBLE, the master's name—a Briton brave !  
 Loth in distress his Admiral to leave ;  
 Yet, cruel fate ! too impotent to aid,  
 He thus bespeaks his leader undismay'd :

\* This Ship having received the fire of the lower tier of the Revenge, charged with cross-bar shot, foundered.

† The Spanish Ships that surrounded him were filled with soldiers, in some from two to five hundred, besides sailors.

‡ This Ship was the George, Captain Noble, of London, one of the visualiers of the fleet.

" Say Granvill, say what office shall I do ?  
 " My bark is helpless, but MY HEART IS TRUE !  
 " And must I, wretched, bear to Britain's coast  
 " The fatal tidings—*I beheld you lost ?*"  
 " Consult your safety (Granvill calm replies)  
 " Leave me to fate ! for fate in prospect lies !  
 " Fair blow the winds, and if they safe convey  
 " To Albion's shores,—tell, Granvill bid thee say,  
 " *For her dear sake I dar'd th' unequal strife,*  
 " *Nor thought her fame dear purchased with my life !*"  
 The lessening back recedes ! \* the gloom of night,  
 With double horror animates the fight ;  
 While pale Destruction thro' the fiery glade  
 Delighted views the havoc Death has made !  
 Fresh Ships advance † ! — to grapple with an host,  
 Courage is vain, and resolution lost !  
 What good, if numbers are on numbers slain,  
 When foes, a countless multitude, remain ;  
 Whose force combin'd the strength of nature foils,  
 And makes the victor weary of his toils.  
 What good, four galleons ‡, whelm'd beneath the deep  
 When fifty more renew'd invasions keep ;  
 Unceasing rage, which endless aids supply,  
 While valour sees no refuge, but to die.  
 Yet e'en that prospect quells unmanly fear,  
 Resistance gains new spirits from despair.  
 Like valiant Hector on Scamander's plain,  
 When Greece defeated mourn'd her thousands slain ;  
 So Granvill through the dusk, erects his head,  
 Known by the slaughter'd heaps around him spread ;  
 When cruel Fate ||, who doom'd his overthrow,  
 Gave to his side at length the deadly blow.

\* When night came on, the fight was renewed with greater vigour and obstinacy on both sides.

† The enemy still engaging with fresh Ships, quite overpowered and weakened the English.

‡ The enemy had fifty-three Ships, of which they lost four in the engagement. In this fleet were ten thousand men, whereas Sir Richard had not above one hundred and eighty hands capable of doing duty. He was, during the fight, which lasted fifteen hours, boarded by fifteen different Ships—his Ship receiving eight hundred shot, and was so disabled, that she looked like a wreck.

|| Sir Richard kept the deck till an hour before midnight, when he was shot in the body with a musquet ball; as he was dressing he received a second in the head.



The wound while dress'd—a second ball she sent,  
 Aim'd at his head the winged iron went :  
 Nor spar'd the surgeon \* then his healing art,  
 Yet all in vain ! the shot had pierc'd his heart,  
 Granvill thus wounded, every hope was vain,  
 Yet scorn'd his gen'rous soul to yield to Spain !  
 His powder spent, † his warriors thinn'd by death,  
 In gore imbru'd—or faint for want of breath.  
 Full ninety sick, who on the ballast lay,  
 Nor shared the fortune of the adverse day ‡.  
 His Ship dismasted, naked, and destroy'd,  
 Like a hulk shipwreck'd, rolled upon the tide.  
 While the Iberians summon to submit,  
 If life be dear, or safety valued yet !  
 Yet thus the Chief ||, regardless of his wound,  
 Bespeaks his remnant crew, assembled round !  
*Well ! have your arms, my friends, approv'd in fight,*  
*Aided my wish, and done our Country right.*  
*But Spain by numbers vindicates the field ?*  
*And overpowered by numbers must we yield ?*  
*What ! shall we barter fleeting life for shame ?*  
*Have we then fought so long—to lose our fame ?*  
*What ! shall we sue on dubious terms for peace,*  
*Or meanly purchase safety with disgrace ?*  
*No, let us choose, like Britons, free to fall ;*  
*Let through our ship the Gunner § point the ball ;*  
*Now let us sink beneath the briny wave,*  
*This Ship our coffin, and the deep our grave !*  
*Nor of our spoils a single plank remain,*  
*To swell the arrogance of boasting Spain !*  
 He spoke—but faint his purpose now avails,  
 With the few left ¶, the love of life prevails ;  
 They urge, that not of safety quite bereft,  
 “ Submission timely now alone is left ;

\* The surgeon was mortally wounded.

† Linschotten says, the English lost one hundred men, and the Spaniards about four hundred killed and wounded.

‡ Ninety of the *Revenge's* men were sick in the hold, and had no share in the fight.

|| Sir Richard exhorted the crew to yield to the mercy of God, and none else; and that as they had, like valiant men, repulsed so many enemies, they should not now impair the honour of their nation, by prolonging their lives a few hours or a few days.

§ The gunner consented to sink the Ship.

¶ Was prevented by the majority of Officers.

" Still might his Country his devotion claim,  
 " Still might he live, to vindicate his fame!  
 " Nor could the foe a mighty triumph boast,  
 " Their ship disabled, and in fact was lost!  
 " Soon would the seas the helpless wreck devour,  
 " Nor captur'd could she reach the nearest shore."  
 In vain they plead! 'twas all a fruitless strife,  
 To reconcile the hero now to life;  
 Deaf as the summit of the rocky shore,  
 When tempests howl, or waves resounding roar!  
 Granvill rejects their suit—with soul elate!  
 Studious of death—and victor of his fate!  
 Yet anxious still to save so dear a life,  
 His Officers desist \* unbid the strife!  
 The flag they strike—accept the offered grace,  
 Alphonso glad consents to terms of peace.  
 A man of worth, whom virtue taught to know,  
 And honour merit, in a noble foe!  
 Quick he ordains †—to bring with care aboard,  
 That Rival, whose misfortune he dep'or'd;  
 But with what pangs was Granvill's bosom torn,  
 When from his dear Revenge, a captive borne;  
 His trembling limbs confess his inward smart,  
 Confess the anguish preys upon his heart!  
 " Yes bear (he cries), now bear me where you please;  
 " Rack these weak limbs, or sink beneath the seas;  
 " This noble privilege my soul shall claim,  
 " She smiles secure—you cannot wound my fame."  
 So said—he swoon'd—his senseless form they bear  
 On board th' Iberian Admiral, whose care  
 Bids every help of art his wounds await,  
 Bids every aid of kindness soothe his fate.  
 Strives to compose the recent rage of strife,  
 And reconcile the British Chief to life!  
 Vain toil!—his soul by nature, was too brave  
 To think of chains, or stay to be a slave!  
 He scorn'd the bounties conquest would impart,  
 And each new obligation broke his heart!

\* Struck the flag and surrendered on condition to have their lives saved, and to be free from galley or imprisonment, till they could ransom themselves.

† Don Alphonso de Bacon, brother to the Marquis of Santa Cruz, the Spanish Admiral, expressed a great concern to save Granvill, for whose courage he shewed a great esteem, and ordered him to be conveyed on board his own Ship the San Paul. Sir Richard at leaving his ship lost his senses, though all care was taken of his wounds.

Death that had spar'd—took pity on his grief,  
 Granted his pray'r—and came to his relief!  
 When thus, as Nature's bands disclosing broke,  
 To his respectful foes the Hero spoke:  
 " Calmly behold me yield this vital breath,  
 " Once overcome :—I dread no second death.  
 " For England's glory, dearer than my life,  
 " For the Queen's Fame, I bore the deadly strife †  
 " Now with content I close the mortal scene,  
 " While no dishonour can my conduct stain.  
 " Shed in my Country's cause, my dearest blood,  
 " I DIE WITH HONOUR—AS A SEAMAN SHOULD."

He said!—his falt'ring tongue could add no more,  
 Short grew his breath \*,—and every pain was o'er!  
 The vanquish'd Chief resigns his martial fire,  
 And e'en in death his foes such worth admire.  
 Alphonso, to display his just regard  
 To virtue, sees each solemn rite prepar'd †.  
 Deep round the windings of the rocky shore,  
 His cannons sound the worth he dreads no more;  
 Then 'mid the bosom of the ambient wave  
 Pale Granvill's form descends in Honour's grave.  
 Ocean's his tomb!—wide as its winds can blow,  
 Or with those winds the rolling billows flow;  
 So round the Globe shall Granvill's valour roll,  
 And bear to distant climes his dignity of soul!

### MUTINY ON BOARD THE *DANAE FRIGATE.*

*Particulars of the Mutiny on board the DANAE Frigate, LORD PROBY,  
 Commander, which took place on the 14th of March, 1800.*

AT night, a little before ten o'clock, when all the officers were in bed, except the Captain, the Officer of Marines, and the Master, the latter (who had the watch on deck) was on a sudden knocked down by two of the seamen with cutlasses, and on getting up to defend himself, received two severe cuts on the head, and was immediately pushed down the hatchway. The noise which this occasioned having

\* Sir Richard Granvill died the second or third day after he was taken.

† He was buried in the sea with all funeral honours and marks of respect the Spanish Admiral could shew,

alarmed the Marine Officer, he ran into the cabin to acquaint Lord Proby ; who instantly endeavoured to force his way up the after-hatchway, but found it surrounded by a number of armed mutineers ; and was cut down in the attempt, the ladder thrown down, and all the hatchways secured : unfortunately there was no possibility of forcing them ; ten cutlasses, about four muskets, and some pocket pistols, being the only arms below. These were collected by the Officers, and distributed among the most trust-worthy of the Ship's company, consisting of about forty men, who were asleep in their hammocks when this affair took place. Every means was taken by the Officers to gain a footing on deck ; but their efforts proved ineffectual, and the next morning the mutineers, assisted by five Frenchmen who had been taken by the Danae out of a vessel she had recaptured, carried her under the fort of Conquet, near Brest ; the French corvette La Colombe being in sight. A large party of French troops came on board, to whom Lord Proby, on being summoned, surrendered himself and the faithful part of his crew ; and they at present remain prisoners at Brest, together with the mutineers, except three, who were sent off for Paris. About thirty of the Ship's company, including Officers, were absent in prizes. The Danae is a flush vessel ; the Captain's cabin is therefore below.

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*A LETTER to the EDITOR respecting the above event.*

SIR,

HAVING observed that, among the erroneous accounts which have appeared in most of the public prints, respecting the loss of his Majesty's Ship Danae, commanded by Lord Proby, it is in several of them asserted, that the mutiny was planned by French sailors, allowed to enter as volunteers ; we feel it a duty incumbent on us to deny that there were any French sailors whatever on board the Danae, except five prisoners of war, who were taken on the 10th ult. out of a recaptured vessel called the Plenty. We therefore request you will immediately insert this contradiction of that ill-founded report : and you will oblige, Sir,

Your humble servants,

THOMAS HENDRY, *Late Surgeon of the Danae.*  
THOMAS M'LLS, *Late Purser of the Danae.*

April 1, 1800.

~

*Further particulars respecting the above Mutiny.*

THE Danae was taken by a part of the crew, who rose on the Officers, and took possession of her about ten o'clock P. M. March 15.—The Danae had chased an armed brig, and her convoy, into Camaret Bay, the 14th of March ; at nine o'clock, the 15th, Jackson one of the



Captains of the fore-top (a native of Liverpool), being in the Master's watch, assisted by some prisoners, and a part of the Ship's company forty-one in number, having been all sworn to secrecy, rushed on the quarter-deck, knocked down the Master, and cut him severely over the head (this was the signal for revolt) : they then threw him down the main hatchway, battened down the grating of the hatchways, over which they placed the boats, and filled them with shots, by which means the rest of the crew were prevented from retaking the Ship : they then pointed some guns aft, and fired through the cabin, but hurt no person. Lord Proby hearing the noise, with his Officers, attempted to get up the ladder of the quarter deck, but was severely cut over the head, and all forced into the cabin, and sentinels placed over them. Jackson then steered for Camaret Bay, came to anchor, and sent a jolly-boat on board La Colombe, French National brig, of 18 guns. The Lieutenant of La Colombe, returned with some soldiers, and asked Lord Proby to whom he surrendered : he spiritedly answered, to the French Nation, but not to mutineers. Both vessels then steered for Brest ; where they arrived the 17th of March, after being chased several hours by the Anson, of 44 guns, and the Boadicea, of 44, but escaped. Jackson hoisted the horary and numerical signal, which made our frigates suppose she was in chase of an enemy. Lord Proby had very fortunately thrown out of the cabin window, and sunk the box, with lead attached to it, which contained all the private signals of Lord Bridport. Lord Proby and the Officers were landed at Brest ; but the crew, including the mutineers, were all marched to Dinan prison, to the astonishment of the mutineers ; there to remain till the answer of the Chief Consul of the French Nation can be obtained. Admiral de Brueyes, Commandant of Marine, and all the French Officers, behaved with great politeness and attention to Lord Proby and his Officers, expressing their utter detestation at the conduct of the mutineers. Captain Jacob, of the Bellone, of 44 guns, captured off the Rasses the 11th of October, 1798, by the Melampus, of 36, Captain Moore, acted in a noble manner ; as he changed all the Officers' Bank of England notes, and gave *louis d'ors* in exchange. Lord Proby and his Officers were to be sent to Valenciennes.

Jackson, the principal, was Secretary to Parker, in the mutiny of the year 1797. It is said Lord Proby was cautioned not to take a man on board of his description ; but, as he was an excellent seaman, and had conducted himself with propriety since his acquittal, his Lordship did not apprehend any danger from him.

## PLATE XXXII.

From a Drawing by Mr. ISAAC POCOCK, Jun. taken from the large Painting by GEORGE ROMNEY, Esq. in his Gallery at *Hampstead*.

ON the first of June (1773), being Whit Monday, there arose a very high north-west wind, with violent hurricanes and showers of rain \*. At night, in this storm, the JONGE THOMAS, one of the four Ships belonging to the Company, that were still in the Road, having lost all its anchors, one after the other, was driven on the sands near the shore, at *Zout Rivier*; and, in consequence of its heavy lading, split into two pieces in the middle. The surge rose to an amazing height on the shores towards this side, and *Zout Rivier* was so swollen that it was almost impassable. It is true, from the middle of May to the middle of August, the Company's Ships are prohibited from lying in the road; yet it sometimes happens, that the Governor permits it, in order to avoid the inconveniences of victualling and lading the Ships in *False Bay*. Independently of the loss sustained by the Company, as well in ships as merchandize, there perished also unfortunately on this occasion a number of the crew; who, for want of assistance, were lost, and met with a deplorable death very near the land. Only sixty-three men escaped; one hundred and forty-nine being unhappily drowned.

The Ship had scarcely struck, which happened just at day-break, when the most efficacious expedients were used to save as much as possible of the Company's property that might chance to be thrown on shore; though I could not perceive that the least care was taken to deliver a single soul of the crew from their forlorn and miserable situation. Thirty men were instantly ordered out, with a stripling of a Lieutenant, from the citadel, to the place where the Ship lay; in order to keep a strict look-out, and prevent any of the Company's effects from being stolen; and a gibbet was erected, and at the same time an edict issued, importing, that whoever should come near that spot should be hanged immediately, without trial or sentence of judgment being passed upon him. This was the cause, that the compassionate inhabitants, who had gone out on horseback to afford the wretched sufferers some assistance, were obliged to turn back without being able to do them the least service; but on the contrary were, together with me, ocular witnesses of the brutality and want of feeling shewn by certain persons on this occasion, who did not bestow a thought on affording their fellow-creatures, that sat on the wreck perishing with

\* Thrunberg's Travels.

cold, hunger, and thirst, and were almost in the arms of death, the least assistance or relief.

Another circumstance contributed to render this otherwise distressing scene still more afflicting. Among the few who were lucky enough to be able to save their lives by swimming from the wreck, was the gunner, a man with whom I was acquainted, and met several times afterwards in the town: he had stripped himself quite naked, in order that he might swim the easier, and had the good luck to come alive to shore, which was not the case with every one that could swim; for many were either dashed to pieces against the rocks, or else by the violence of the surf carried back again to sea. When he arrived on shore, he found his chest landed before him; but just as he was going to open it, and take out his great coat, the Lieutenant who commanded the party drove him away from it; and though he earnestly begged for leave to take out the clothes necessary for covering his naked and shivering body, and could also prove by the key, fastened, according to the sailors' custom, to his girdle, as well as by his name cut out on the lid of the chest, that it was actually his property, he was nevertheless forced to retreat, without effecting his purpose, by this unmerciful hero, who gave him several smart blows with a cane on his bare back. After he had passed the whole day naked and hungry, and exposed to the cold winds, and was going to be taken in the evening to town along with the others who had been saved from the wreck, he again asked leave to take a coat out of his chest, to cover himself with: but this having been previously plundered, he found empty. On entering the town, where he arrived stark naked, he met with a burgher who took compassion on him, and lent him his great coat. Afterwards he, as well as the other unfortunate wretches, was forced to run about the town for several days together, begging for victuals, clothes, and money, till at length they were supported at the Company's expence, and taken back again into its service.

Another action that does great honour to humanity, deserves the more to be recorded here, as it shews that at all times, and in all places, there are both good and considerate people, as well as such as have nothing human but the shape. An old man, of the name of WOLTEMAD, by birth an European, who was at this time the keeper of the beasts in the menagerie near the garden, had a son in the citadel, who was a corporal, and among the first who had been ordered out to *Paarden Island* (Horse Island), where a guard was to be set for the preservation of the wrecked goods. This worthy veteran borrowed a horse, and rode out in the morning, with a bottle of wine and a loaf of bread for his son's breakfast. This happened so early that the gibbet

had not yet been erected, nor the edict posted up, to point out to the traveller the nearest road to eternity. This hoary sire had no sooner delivered to his son the refreshments he had brought him, and heard the lamentations of the distressed crew from the wreck, than he resolved to ride his horse, which was a good swimmer, to the wreck, with a view of saving some of them. He repeated this dangerous trip six times more, bringing each time two men alive on shore, and thus saved in all fourteen persons. The horse was by this time so much fatigued, that he did not think it prudent to venture out again; but the cries and entreaties of the poor wretches on the wreck increasing, he ventured to take one trip more, which proved so unfortunate, that he lost his own life, as on this occasion too many from the wreck rushed upon him at once, some of them catching hold of the horse's tail, and others of the bridle, by which means the horse, both wearied out, and now too heavy laden, turned head over heels, and all were drowned together. This noble and heroic action of a superannuated old man sufficiently shews that a great many lives might probably have been saved, if a strong rope had been fastened by one end to the wreck, and by the other to the shore. Along this rope either a basket or a large copper vessel might have been hauled to and from the Ship, with a man in at each time. When the storm and waves had subsided, the Ship was found to lie at so small a distance from the land, that one might have almost leaped from it on shore.

*Vol. I. pages 270, 1, 2, 3, 4, 5.*

Dr Sparman, in his Voyage to the Cape of Good Hope, and round the world, notices the above melancholy event. He informs us, that the East India Directors in Holland, on receiving the above intelligence, ordered one of their ships to be called after the name **WOLTEMAD**, or as Dr. Sparman spells it **VOLTEMAD**, and the story of his humanity to be painted on her stern: they farther enjoined the regency at the Cape to provide for his descendants.

Unfortunately in the Southern Hemisphere, they had not all the same sentiments of gratitude. The young corporal, **VOLTEMAD**, who had been an unavailing witness of his father's having sacrificed himself in the service of the Company and of mankind, wished in vain to be gratified with his father's place, humble as it was. Stung with the disappointment, he had left that ungrateful country, and was gone to Batavia, where he died, before the news of so great and unexpected a recommendation could reach him.



LOSS OF THE  
*QUEEN CHARLOTTE.*

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THE loss of his Majesty's Ship, *Queen Charlotte*, of 110 guns, Captain Todd, bearing the flag of Vice-Admiral Lord Keith, which took fire off the harbour of Leghorn, on the seventeenth of March 1800, and afterwards blew up, is distressing in the highest degree, and painful to relate. It appears she was dispatched by Lord Keith to reconnoitre the island of *Cabrera*, about thirty miles from Leghorn, in the possession of the French, and which it was his Lordship's intention to attack. On the morning of the seventeenth the Ship was discovered to be on fire, at the distance of three or four leagues from Leghorn. Every assistance was promptly forwarded from the shore ; but a number of boats, it appears, were deterred from approaching the wreck, in consequence of the firing of the guns, which were shotted, and which, when heated by the fire, discharged their contents in every direction.

Lord Keith and some of the Officers were providentially on shore at Leghorn when the dreadful accident occurred. Twenty commissioned and warrant Officers, two servants, and one hundred and forty-two seamen, are the whole of the crew that escaped destruction out of nearly nine hundred souls on board, that for nearly four hours exerted every nerve to avoid that dreadful termination which too surely awaited them. The only consolation that presents itself under the pressure of so calamitous a disaster is, that it was not the effect either of treachery or wilful neglect, as will appear by the following statement :

*Circumstances immediately preceding and attending the conflagration.*

"Mr. JOHN BRAID, Carpenter of the *Queen Charlotte*, reports, that about twenty minutes after six o'clock in the morning, as he was dressing himself, he heard throughout the ship a general cry of "Fire."—On which he immediately run up the fore ladder to get upon deck, and found the whole half deck, the front bulk-head of the Admiral's cabin, the main-mast's coat, and boat's covering on the booms, all in flames; which from every report and probability, he apprehends was occasioned by some hay, which was lying under the half deck, having been set on fire by a match in a tub, which was usually kept there for signal guns.—The main-sail at this time was set, and almost entirely caught fire; the people not being able to come to the clue garnets on account of the flames.

"He immediately went to the fore-castle, and found Lieutenant Dundas and the Boatswain encouraging the people to get water to

extinguish the fire. He applied to Mr. Dundas, seeing no other Officer in the fore part of the ship (and being unable to see any on the quarter deck, from the flames and smoke between them) to give him assistance to drown the lower decks, and secure the hatches, to prevent the fire falling down. Lieutenant Dundas accordingly went down himself, with as many people as he could prevail upon to follow him; and the lower deck ports were opened, the scuppers plugged, the main and fore hatches secured, the cocks turned, and water drawn in at the ports, and the pumps kept going by the people who came down, as long as they could stand at them.

“ He thinks that by these exertions the lower deck was kept free from fire, and the magazines preserved for a long time from danger; nor did Lieutenant Dundas, or he, quit this station, but remained there with all the people who could be prevailed upon to stay, till several of the middle-deck guns came through that deck.

“ About nine o’clock Lieutenant Dundas and he, finding it impossible to remain any longer below, went out at the foremast lower deck port, and got upon the forecastle; on which he apprehends there were then about one hundred and fifty of the people drawing water, and throwing it as far aft as possible upon the fire.

“ He continued about an hour on the forecastle; and finding all efforts to extinguish the flames unavailing, he jumped from the jibboom, and swam to an American boat approaching the Ship, by which he was picked up and put into a tartan then in the charge of Lieutenant Stewart, who had come off to the assistance of the ship.

(Signed)

“ JOHN BRAID.”

*Leghorn, March 18, 1800.*

*List of Officers, &c. who were on shore at Leghorn, on duty, when his Majesty’s Ship Queen Charlotte was lost.*

Vice-Admiral Lord Keith; and with his Lordship,  
Lieutenant John Stewart;  
Mr. Brown, Secretary;  
Mr. James Meek, Secretary’s Clerk;  
George Sutherland, servant to Lord Keith;  
Matthew Milldridge (boy), servant to Lieutenant Stewart.

The following gentlemen also, in consequence of not knowing that the Ship was ordered to sea:

The Reverend Samuel Cole, Chaplain;  
Mr. John Greenway, Master’s Mate;  
Mr. John Lloyd, } Midshipmen.  
Mr. Charles Rutherford,  
Mr. William Wakelin, Secretary’s Clerk.

*List of the Officers and Ship's Company saved from the Wreck.*

## OFFICERS.

|                                   |                                     |
|-----------------------------------|-------------------------------------|
| Lieutenant Archibald Duff,        | Mr. Andrew Dickson, Gunner.         |
| ——— Alexander Campbell,           | Mr. Fran. Ersk. Lock, }             |
| ——— Hon. G. H. L. Dundas,         | Mr. Thomas Howard, } Midshipmen.    |
| Of Marines, Lieutenants Fergusson | Mr. Charles Wood,                   |
| and Peebles,                      | Mr. John Larby, Secretary's Office. |
| Mr. John Braid, Carpenter,        |                                     |

## SHIP'S COMPANY.

Daniel Madden, Robert Hardy, John James, John Crook, John Hunter, Jos. Jolliff, John Ingham, James Catchpole, Edward Davis, Peter Henry Frider, Charles Geary, Moses Cutler, John Steel, John Miller, John Jennings, James Cooper, Thomas Leatherland, William Neville, James Dad, Robert Jones, Nathaniel Ogle, John Woodhouse, Joseph Kearsley, William Holloway, Samuel Pinkham, William Canows, Jean Lustow, Henry Burnett, James Williams (2), Alexander Sparks, Robert Bragg, John Wood, Patrick Cleary. William Rew, Thomas Murray, Samuel Cook, John Erskine (2), John Liffin, David Rouet, John Hero, Duncan M<sup>c</sup>Isaac, George Brown (2), Thomas Burn, Samuel Linklater, John Keen, Michael Bulger, James Croome, Jean Baptiste, James Bradley, John Jackson, James Cline, Edmund Stanton, John Cline, Ignatius Cox, Isaac Knight, James Berry, John Millilieu, William Johnson, Abel Ashurst, Tobias Derrick, Thomas Clawsey, Francis Yates, Francis Burk, Daniel Williams, Richard Lawley, Benj. Ayngé, George Green, Nathaniel Godfrey, Joseph Fagen, Arthur Forest, Thomas Andrews, Thomas Hall, James Mervin, Moses Gott, John Newman, David Vandersall, James James, Thomas Neats, Benjamin Aymer, Robert Fotheringham, William Shuen, Edward Burt, George Standard, John Cooper, Robert Evans, Thomas Williams, Thomas Thompson, Cornelius Summers, Francis Morris, Edward Rees, Jacob Belford, Thomas Dyer, John Morrison, John Huddleston, Thomas Hilton, Wm. Harris, James Doyle, Richard Barnes, John Duncan, Robert Kyle, William Tavenor, Edward Williams, Thomas Price, John Hepple, John Boyce, James Clark (3), Jeremiah Ryan, John Carter, John Callighan, James Leavy, Edward Armstrong, John Brieson, Patrick Foley, James M<sup>c</sup>Guire, Barney M<sup>c</sup>Guire, Alex. Campbell, John Riley, Robert Adams, Gratiano Felto, Andrew Dogharty, Edward Johnson, James Bell (Admiral's Servant), David Simpson (Hospital), Charles Kennedy, John Robbs, Thomas Hardman, Joseph Perkins, John Thompson, John Babbage, Thomas Griffiths, Peter Wimbloom, John Fitzgibbon, George Walker, William Bowden, John Short, William Marsham, Samuel White, John Little, George Mason, James Tanner, Walter Nancarrow, William Campbell.

*Extract of a subsequent Letter from Leghorn, dated 19th March states:*

“ At eleven o'clock at night, on the 17th, a tartane arrived, with thirty English sailors and Lieutenant Stewart, saved from the burning wreck of the Queen Charlotte. Soon after five tartanes came in, among which was the General Otto Imperial sloop of war, with eighty-five seamen, two soldiers, two quarter-masters, two gunners, and a master-carpenter, in all ninety-two men, who were lodged in the

Scala Santa. Yesterday, towards noon, an Imperial xebec brought in twenty three seamen, three of whom died. The Triton English transport saved an Officer and twenty six men. This morning, at eleven o'clock, the Queen Charlotte's sloop came in with twenty-four seamen and three Officers."

From this letter it appears, that 197 men had been saved, out of 837; and we flatter ourselves we shall yet receive accounts of others having been picked up. Mr. Udney, the English consul at Leghorn, had used all possible exertions to send out vessels to the wreck.

Captain Todd remained upon deck, with his First Lieutenant, to the last moment, giving orders for saving the crew, without thinking of his own safety. Before he fell a sacrifice to the flames, he had time and courage to write down the particulars of this melancholy event, for the information of Lord Keith, of which he gave copies to different sailors, entreating them, that whoever should escape might deliver it to the Admiral.

Thus fell victims to perhaps a too severe duty, the Captain and his First Lieutenant, at a time when they still had it in their power to save themselves; but self preservation is never matter of consideration in the exalted mind of a British Naval Officer, when the safety of his crew is at stake.

The Queen Charlotte was, perhaps, the finest Ship in the British Navy. She was launched in 1790, and her first cruise was with the fleet fitted out against Spain in consequence of the dispute respecting Nootka Sound. Lord Howe, who was Commander in Chief of that fleet, was then on board of her; and she also bore his Lordship's flag on the first of June. She was rated at 100 guns, but mounted more.

MR. EDITOR,

I hope soon to see the following anecdote in the Naval Chronicle; it redounds too much to the honour of British Seamen to be passed unnoticed: it may escape the pages of history, but I hope not those of a work devoted to the sea-service.

C. M.

**I**N the year 1782, a vessel, in the service of the Company, returning from the East Indies, was, from storms, &c. to which it had been exposed, in imminent danger of sinking. Every body prepared himself for his fate; but eight hardy fellows seizing the boat rowed off, leaving the rest of the crew to perish. The sailors thus left behind cried out to them to return, not to carry off any more of the crew, but only two helpless infants, "who," they said, "can add no weight to your boat." The fellows returned, after having obtained a promise that not a man should set his foot in the boat. They received the infants and again rowed off. Not a man



attempted to save his life, not a man attempted to leap into the boat ; they had too much respect for the honour of themselves, or their comrades who had made the promise, and permitted the fellows to depart without molestation. Thus did these generous seamen in the hour of deep distress, forgetting themselves, think only of preserving the lives of two infants, and (when there was an opportunity of attempting to save their own) scorn the very idea of life that was not connected with honour. Before the boat was out of sight, the vessel went down, and every soul on board perished. Another East India Ship took up the fellows who had carried off the boat, the Captain of which took the two children, almost dead with cold, put them into his own bed, caused them to be rubbed, and recalled the dying sparks of life in their almost frozen bodies. The children are now alive, and fine young men, returning thanks to that Providence whose hand was so conspicuous in the almost incredible circumstances of their preservation.

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EXTRACTS from some of LORD NELSON's Letters to a Friend, illustrative of his Character; to which *Fac Similes* of his Hand Writing, previous and subsequent to the Loss of his Right Arm, are annexed.

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No. I.

MY DEAR SIR,

*Irresistible, off Lagos Bay, March 16, 1797.*

YOUR letter of Nov. 30, by Aurora, I only received the beginning of this month before I left Lisbon \* \* \*

I am here looking for the Viceroy of Mexico with three sail of the line, and I hope to meet him. Two first rates and a seventy-four are with him ; but the larger the Ships the better the mark, \* \*

The Spanish fleet is in Cadiz, the Officers hooted and pelted by the mobility. Their first report was, the action happening on a foggy day, when the fog cleared up they only saw fifteen sail of the line, therefore concluded at least *five* of ours were sunk in the action. My usual good fortune attended me, which I know will give you, amongst my other friends, satisfaction. \* \* \*

Believe me,

Your most faithful humble servant,

HORATIO NELSON.

## No. II.

MY DEAR SIR,

*Captain, off Cadiz, April 10, 1797.*

MANY thanks for your most kind congratulations on our late success; but I hope soon the good people of England will have something else to talk about, more recent victories; for if our Ships are but carried close by the Officers, I will answer for a British fleet being always successful.

\* \* \* \* \*

The Spaniards threaten us they will come out and take their revenge; the sooner the better, but I will not believe it till I see it; and if they do, what will the mines of MEXICO and PERU signify compared with the honour I doubt not we shall gain by fighting an angry Don; *\*they will have 30 sail of the line, we 20 or 22; but I fear we shall have a peace before they are ready to come out.*

\* \* \* \* \*

Believe me, dear Sir,

Your much obliged,

HORATIO NELSON.

## No. III.

MY DEAR SIR,

*Theseus, June 1, 1797.*

\* \* \* \* \*

We are off Cadiz with a greater inferiority than before. I am barely out of shot of a Spanish Rear-Admiral; we have every day flags of truce. The Dons hope for peace, but must soon fight us if the war goes on. I wish it all over, for I cannot fag much longer.

\* \* \* \* \*

Believe me, my dear Sir,

Your obliged and faithful friend,

HORATIO NELSON.

P. S. Sam. Hood is gone I hope to get *riches*, sure to get *honour*,

No. IV. *on the other side, is a Fac Simile of Lord NELSON's Left Hand Writing.*

\* Fac Simile of Lord Nelson's right-hand writing, in the conclusion of the above letter, is annexed.



..... Angry Don  
 they will leave 30 Sail of the Line on  
 20 or 22, but I fear we shall have a  
 leave before they are ready to come out.

and Believe Dear Sir  
 I am Dear. obliged  
 Horatio Nelson

Oct 15 1799 Portsmouth

My Dear Sir

I send you .....

..... that every success may  
 attend you in the service with of your  
 obliged Friend Nelson

I..... W<sup>h</sup>.....



Gazette Letters.

ADMIRALTY OFFICE, DEC. 14.

*Extract of a Letter from Captain George Losack, Commander of his Majesty's Ship Jupiter, to Evan Nepean, Esq. dated in Table Bay, Cape of Good Hope, the 19th of Sept. 1799.*

ENCLOSED I transmit a list of the captures made by the squadron during their cruise.

*A List of Ships captured, recaptured, and detained by his Majesty's Squadron, cruising off the Mauritius.*

La Denrée, laden with bale goods and coffee, and L'Augustine (lost in St. Augustine's Bay,) laden with rum and arrack, cut out of St. Dennis, Isle of Bourbon, by L'Oiseau's boats, April 21, 1799.

Chance, laden with rice (cut out of Balasore Roads by La Forte French frigate; taken from under the battery at Canonies Point, Isle of France;) recaptured April 25, 1799, at anchor off the Isle of France, by the Jupiter, Tremendous, and Adamant; afterwards lost near St. Mary's, Madagascar.

The French schooner Janet, laden with paddy; taken April 25, 1799, by the Star, off Roderique.

The Prussian ship Three Brothers, laden with naval stores and sundries (from Bourdeaux, said to be bound to Tranquebar, detained going into Port Louis,) taken May 7, 1799, by the Tremendous, off Port Louis, Isle of France.

The brig Elizabeth, laden with rice (taken by a French privateer in the Bay of Bengal,) recaptured May 2, 1799, by the Star, off Round Island, Isle of France; afterwards foundered.

The French schooner Surprise, in ballast, taken May 7, 1799, by the Star, off Cape Brabant, Isle of France.

The American ship Pacific, laden with bale goods and sugar (run on shore by the French near the river Noir; part of the cargo saved by the boats of the squadron, retaken May 10, 1799, by the Jupiter, Tremendous, and Adamant, off the Isle of France; afterwards burnt.

(Signed)

G. LOSACK.

ADMIRALTY OFFICE, JAN. 4.

*Copy of a Letter from Vice-Admiral Sir Thomas Pasley, Commander in Chief of his Majesty's Ships and Vessels at Plymouth, to Evan Nepean, Esq. dated the 30th ult.*

SIR,

I have the satisfaction to enclose you, for their Lordships' information, a letter that I have received from Lieutenant Pengelly, commanding his Majesty's cutter Viper, stating his having captured and carried into Falmouth, Le Furet French privateer, of fourteen guns. I am happy on this occasion to congratulate their Lordships on the zeal and gallantry displayed by Lieutenant Pengelly and the Officers and crew of the Viper, which excite my high commendation.

I am, Sir, &amp;c. &amp;c.

THO. PASLEY.

SIR,

*His Majesty's Cutter Viper, Falmouth, Dec. 28.*

I have the honour to acquaint you, that on the 26th inst. at a quarter past ten A. M. the Dodman bearing north seven or eight leagues, I discovered a suspicious vessel to windward, standing towards the Viper, under my command; at noon, perceiving her to be an enemy, tacked and stood towards her, and at a quarter past brought her close to action, which continued for three quarters of an hour, when she sheered off; I had the good fortune, however, after a running fight of an hour and an half, to lay her close on board, and upon pouring two broadsides into her she struck her colours. She proves to be Le Furet, of 14 guns, four-pounders, commanded by Citoyen Louis Bouvet, two days from St. Maloes, with a complement of 64 men, seven of which had been sent away in a prize on the morning of the day she was captured. Le Furet is quite new, this being her first cruise, is well stored, and victualled for two months. I cannot speak too much in praise of Mr. Henry Jane, acting Master, from whose zeal and

ability I received every assistance; nor can I be fully expressive of the spirited and good conduct of the Officers and ship's Company. I am happy to add, that we had only one man wounded, and myself slightly hurt; the sails and rigging much cut, and the main mast, I am apprehensive, rendered unserviceable.—The loss of the enemy was four men killed: the first and second Captains, and six men wounded; four dangerously. The prize, as well as the Viper, being much disabled in her sails and rigging, I have put into Falmouth, from whence I shall proceed to Plymouth as soon as possible.

*English Force*—Viper, of 12 guns, four pounders, and 48 men.

*French Force*.—Le Furet, of 14 guns, four pounders, and 57 men.

I have the honour to be, &c.

J. PENGELLY.

*To Sir Thomas Pasley, Bart. Vice Admiral of the Red,  
and Commander in Chief, &c at Plymouth.*

*Extract of another Letter from Sir Thomas Pasley to Evan Nepean, Esq. dated the  
31st ult.*

The Aristocrat armed brig has just arrived with L'Avanture French privateer, of 14 guns, and 42 men, out ten days from St. Maloes, and had taken nothing.

ADMIRALTY-OFFICE, JAN. 7.

*Copy of a Letter from Mr. George Buckley, Collector of the Customs at Newhaven, to  
Evan Nepean, Esq. dated the 4th instant.*

SIR,

I beg leave to inform you, that I yesterday received information that a small vessel of a suspicious appearance was lying near the harbour; on which I immediately went to Mr. Bound, Mate of the Nox cutter, who, with one of my boatmen, and some of the crew of the Nox, manned the custom-house boat, who, together with Mr. S Cooper, Master of the Unity, of this place, assisted by some of the coast artillery (which I command), and other persons who volunteered their services, on this occasion, manned four other boats, and proceeded in pursuit of her; when after a chase of about two hours, we came up with her, and after a short resistance she struck, and proved to be Le General Brune, of Dieppe, burthen about thirty tons, commanded by Citizen Fleury, manned with fifteen men, and armed with two carriage guns, not mounted, and a quantity of small arms. The vessel and her papers are in my possession, and I have to observe that Mr. Bound, Mr. Cooper, and the whole of the persons who volunteered their services on this occasion, deserve the greatest credit.

I am, Sir, &c.

G. BUCKLEY.

ADMIRALTY OFFICE, JAN. 11.

*Extract of a Letter from Mr. Robert Hoiser, Commander of the private Schooner of  
War the Revenge, to Evan Nepean, Esq. dated Viana, 6th of Dec. 1799.*

I have the honour to acquaint you, for the information of their Lordships, that on the 4th instant, at five A. M. in Vigo Bay, I was attacked by four Spanish privateers, two schooners, a brig, and a lugger, mounting from four to fourteen guns. The wind being southerly, I kept up a running fight till I got clear of the islands to the northward, which lasted about fifteen minutes, when one of the schooners having lost her mizen-mast. gave up the chase, and the other three immediately hauled their wind; having suffered very much in our rigging and sails, it was not in my power to chase them to the windward, I therefore made sail to the N. W. At two P. M. saw a schooner to the westward, gave chase; at three got close alongside, saw she had Spanish colours flying, desired them to strike: on making no answer gave them our broadside, which they returned, and a smart fire was kept up on both sides about an hour, when she blew up close alongside. Our boat being very much shattered, it was some time before I could get her ready to hoist out, and I am sorry to say I was enabled to save but eight of the crew, who informed me she was the new privateer Brilliant, Ramo de Castillo, Master, of eight guns, six and twelve pounders; had, when she began the action, 63 men; had sailed from Pontevedra that morning on a cruise off Oporto, which I am happy in having pre-

vented, as there are at this time fifty sail of vessels off that Bar, who cannot get in, owing to the badness of the weather.

*Copy of a Letter from Vice Admiral Lord Keith, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated Queen Charlotte, at Gibraltar, Dec. 22, 1799.*

SIR,

In justice to the intrepid behaviour of Lieutenant Bainbridge, I cannot resist reporting for their Lordships information, that last evening an English cutter (the Lady Nelson) was seen off Cabreta Point, surrounded by French privateers and gun-vessels, all firing. I ordered the boats from the Queen Charlotte and Emerald to row towards the enemy, in hopes it might encourage the cutter to resist until she could get under our guns, but she was boarded and taken in tow by two of the French privateers, in which situation Lieutenant Bainbridge, in the Queen Charlotte's barge, with sixteen men, ran alongside the cutter, and after a sharp conflict, carried her, taking seven French Officers, and twenty-seven men, prisoners; six or seven more were killed or knocked overboard in the scuffle: the privateer cut the tow ropes, and made off close under the guns of Algeziras, pursued and attacked by Lord Cochrane, in the Queen Charlotte's cutter, which had by this time got up. Had not the darkness of the night prevented the boats acting in concert, all the privateers would have been taken. Lieutenant Bainbridge is severely wounded on the head by a stroke from a sabre, and slightly in other places, but I trust he is not in danger.

I have the honour to be, &c. &c. &c.

KEITH.

ADMIRALTY-OFFICE, JAN 14.

*Copy of a Letter from Vice-Admiral Lutwidge, Commander in Chief of his Majesty's Ships and Vessels in the Downs, to Evan Nepean, Esq. dated the 13th instant.*

SIR,

I beg leave to inclose for their Lordships' information, a letter from Captain Baker, of his Majesty's Ship Nemesis, acquainting me with his having captured (in company with the Savage sloop) the Renard lugger privateer, of fourteen guns and 65 men; and that the Savage had re-captured the Atlas, an English brig, her prize. I also enclose a letter from Mr. Butcher, Master of the Nile (third) lugger (Lieutenant Whitehead being sick on shore, but has since rejoined her), acquainting me with his having captured the privateer mentioned in Captain Baker's letter.

The Nemesis, Savage, and Nile, with the prizes, have anchored in the Downs.

I am, &c.

(SKEFF. LUTWIDGE.

SIR,

*Nemesis, Downs, Jan 13.*

You will be pleased to hear of my having boarded and taken the French privateer lugger Le Renard, mounting fourteen four-pounders, two swivels, with 65 men, Jean Jacques Fourminton, Master. She sailed from Boulogne yesterday morning in company with six other luggers, and had captured a brig called the Atlas, from Lisbon, off Dungeness, but fortunately the Savage was in company with me, and Captain Thompson quickly complying with a signal I made him, retook the said brig, which I was obliged to pass in chase of the lugger. I have also to inform you, that soon after I had taken possession of Le Renard, two other luggers were seen to leeward. We instantly chased them, and came up with La Modère, a French privateer lugger that the Nile hired armed cutter was in the act of boarding. I beg therefore to refer you to the Master of her for any information you may require, as I had then no opportunity of questioning him, my time being taken up in placing the force, accidentally in company with me, in such a situation to retake any other captures that might have been made from the Narcissus's convoy as she passed up Channel.

I accordingly gave Lieutenant Guyon, of the Union hired armed cutter, orders to post himself off Boulogne; the Master of the Nile lugger off Calais; and Captain Thompson, a choice of either of those ports his judgment best approved. The Stag cutter likewise joined me during the night, and I thought proper to give the Master of her directions to watch those ports narrowly till morning.



The two luggers and re-captured brig being under my charge, and having, I hope, sufficiently provided against the enemy's depredations, I thought it most prudent to repair with them to the Downs, where I have the honour to inform you I arrived at five o'clock this morning.

T. BAKER.

SIR,

*Nile, (third) Downs, Jan. 13.*

I beg leave to inform you (Lieutenant Whitehead being sick on shore) that his Majesty's hired lugger under my command, at twelve A. M. captured *Le Modere* French lugger, of four four-pounders, and 42 men, belonging to Boulogne; she only sailed about six hours previous to her being captured, and had not taken any thing.—I am, &c.

STEPHEN BUTCHER, Master.

*Copy of a Letter from Captain D'Auvergne Prince of Bouillon, of his Majesty's Ship Bravo, to Evan Nepean, Esq. dated Jersey, 8th inst.*

SIR,

Having had occasion to send his Majesty's hired armed brig *Aristocrat* on immediate service, and Lieutenant D'Auvergne, her Commander, having represented to me that he had very particular private business to settle, I committed the execution of the service to Lieutenant Wray, First of the *Bravo*: on his return from the execution of it he met a privateer, of St. Maloes, which he captured. Enclosed I have the honour to transmit a copy of his report of the circumstances for their Lordship's information.

I have the honour to be, &c.

D'AUVERGNE Prince of Bouillon.

SIR,

*Aristocrat, Plymouth, Jan. 1.*

I have the pleasure of informing you, that after having executed your orders, in returning to Jersey on the 30th ultimo, I discovered a schooner to windward that had the appearance of an enemy: after a chase of five hours took possession of her, *Seven Islands* bearing E. S. E. nine leagues. She is called *L'Avanture* French privateer, of fourteen guns, four and two pounders and 42 men, out ten days from St. Maloes, without having captured any thing. The number of shot I was obliged to fire before she would strike very much shattered her rigging, and damaged her gaff, which prevented her getting to windward. A heavy gale of wind in the night: not having the least prospect of reaching the island, I made the best of my way to this port.

I have the honour to be, &c.

NICH. WRAY.

*Extract of a Letter from Captain Edward Leveson Gorwer, Commander of his Majesty's Ship Castor, to Evan Nepean, Esq. dated at Cork the 30th of December 1799.*

I sailed from the Tagus on the 21st of November, with eight vessels bound to Oporto, and five to England; the former I left off the Bar, the 25th ultimo, with a favourable wind and tide for entering that harbour. I there captured the *Santo Levirata y Animas*, a Spanish privateer of two guns and 38 men.

ADMIRALTY-OFFICE, JAN. 18.

*Copy of a Letter from Admiral Sir Hyde Parker, Knt. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Evan Nepean, Esq. dated on board the Abercromby, in Port Royal Harbour, the 25th of October, 1799.*

SIR,

I have the honour to inclose, for the information of my Lords Commissioners of the Admiralty, a letter from Captain Philpot, Commander of his Majesty's sloop *Echo*, stating as gallant and daring an enterprize, under the command of Lieutenant Napier, of the said sloop, as has been executed by any one Officer in the service during this war, when it is known that the two boats employed on this service were manned with 16 men only, Officers included; and that, from the confession of the Officers of the brig, they were in expectation of being attacked, and had held themselves in a state of preparation for two days and two nights. Being well assured there needs no further comment from me to induce their Lordships to pay attention to men of such distinguished merit as



Lieut. Napier appears to have had on such a hazardous and bold undertaking, I shall implicitly submit it for their Lordships' consideration.

I have the honour to be, &c. &c.

H. PARKER.

SIR,

*Echo, at Sea, Oct. 18, 1799.*

I beg leave to inform you, that on the 14th instant I chased into Lagnadille the north-west end of Porto Rico, a brig. Seeing several vessels in the bay, some of them loaded, on the 15th I sent the pinnace and jolly-boat, under the command of Lieutenants Napier and Roric; they arrived too late to attempt boarding the vessels at anchor; but had the good fortune to capture a Spanish brig from Canana (on the main), bound to Old Spain, laden with cocoa and indigo, and having on board two four-pounders and 20 men. On the 16th I sent the two boats, under the command of Lieutenant Napier and Mr. Wood (the Boatswain), to cut out what they could from the bay. They arrived at the anchorage about two o'clock in the morning, and were hailed from the brig we chased in; they perceived her to be armed, and on the look-out for them, moored about half a cable's length from the shore, with her broadside to the sea, protected by two field pieces, one eighteen-pounder, and some smaller carriage guns, all placed on the beach. The boats did not hesitate, but boarded her in the bow; the Frenchmen and Spaniards (about thirty in number, all upon deck, with matches lighted and guns primed, every way prepared for action) made the best of the way down the hatchways. By the time the cables were cut, the guns on the beach opened their fire upon the boats. The third shot, I am sorry to say, sunk the pinnace, while she was ahead towing the jolly boat. The brig was several times hulled, but a light breeze favouring, she soon got out of gun-shot. I have every reason to be pleased with the conduct of Lieutenant Napier, and those under him: had I known what they had to contend with, I should not have considered myself justified in sending so small a force; luckily not a man killed or wounded; the only loss is the boat, with the arms and ammunition. The brig mounts twelve four-pounders, had thirty men on board; is a French letter of marque, commanded by Citizen Pierre Martin, Enseigne de Vaisseau, is coppered, and a very fast sailer; was to sail in two days for Curacao, there to be fitted as a privateer; she is American built, and has a valuable cargo on board; the Captain of her was on shore.

I remain, &c.

ROBERT PHILPOT.

*Sir Hyde Parker, K. B. Admiral of the Blue, &c. &c.*

*Copy of another Letter from Admiral Sir Hyde Parker, to Evan Nepean, Esq. dated Port Royal Harbour, the 27th of October, 1799.*

SIR,

I herewith transmit you, for the information of the Right Honourable the Lords Commissioners of the Admiralty, an account of armed and merchant vessels captured by the squadron under my command, since my last return, dated the 21st of July last, by his Majesty's ship *Magicienne*.

I have the honour to be, &c.

H. PARKER.

[Here follows the statement, of which the following is a summary:—A privateer of one and another of two guns, by the *Trent*; ditto of twelve guns, and one of two, by the *Meleager* and *Greyhound*; one ditto of two guns, by the *Aquilon*; two ditto of four guns, one of two, and one of one, by the *Surprise*; one ditto of six guns, by the *Stork*; one ditto of two guns, by the *Musquito*; one ditto of eight guns, by the *Lowestoffe*, *Volage*, and *Swallow*; and one ditto of twelve guns, and one ditto of two guns, by the *Echo*; with the following merchant vessels: three by the *Brunswick*, two by the *Carnatic*, eight by the *Trent*, six by the *Meleager*, and *Greyhound*, two by the *Aquilon*, eleven by the *Surprise*, one by the *Acasto*, three by the *Stork*, two by the *Alarm* and *Amphion*, one by the latter, one taken and destroyed by the *Alarm*, six by the *Solebay*, one by the *Meleager*, one by the *Albrienor*, three by the *Swallow*, three by ditto and the *Lowestoffe* and *Volage*, one by the *Lowestoffe*, four by the *Diligence*, one by the *Fox*, six by the *Lark*, one by the *Musquito*, four by the *Recovery*; three by the *Echo*, three by the *Sparrow*, and five by the *York*.

ADMIRALTY-OFFICE, JAN. 21.

*Copy of a Letter from Sir Hyde Parker, Knt. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Evan Nepean, Esq. dated in Port Royal Harbour, the 4th of November 1799.*

SIR,

I have a peculiar satisfaction in communicating to you, for the information of my Lords Commissioners of the Admiralty, that his Majesty's late ship *Hermione* is again restored to his Navy, by as daring and gallant an enterprise as is to be found in our naval annals, under the command of Captain Hamilton himself, with the boats of the *Surprise* only. Captain Hamilton's own letter, with the reports accompanying it (copies of which are enclosed) will sufficiently explain to their Lordships the detail of this service, and the bravery with which the attack was supported, and leaves me only one observation to make on the very gallant action which adds infinite honour to Captain Hamilton as an Officer, for his conception of the service he was about to undertake. This was Sir, his disposition for the attack; which was that a number of chosen men, to the amount of fifty, with himself, should board, and the remainder in the boats to cut the cables and take the ship in tow. From this manœuvre he had formed the idea, that while he was disputing for the possession of the ship, she was approaching the *Surprise*, who was laying close into the harbour, and in case of being beat out of the *Hermione*, he would have an opportunity of taking up the contest upon more favourable terms. To the steady execution of these orders was owing the success of this bold and daring undertaking, which must ever rank among the foremost of the many gallant actions executed by our Navy this war. I find the *Hermione* has had a thorough repair, and is in complete order; I have therefore ordered her to be surveyed and valued, and shall commission her as soon as the reports are made to me from the Officers of the yard, by the name of the *Retaliation*. I have the honour to be, &c. &c.

H. PARKER.

SIR,

*Surprise, Port Royal Harbour, Jamaica, Nov. 1, 1799.*

The honour of my Country and the glory of the British Navy, were strong inducements for me to make an attempt to cut out, by the boats of his Majesty's ship under my command, his Majesty's late ship *Hermione*, from the harbour of Porto Cavallo, where there are about 20 pieces of cannon mounted on the Batteries. Having well observed her situation on the 22d and 23d ultimo, and the evening of the 24th being favourable, I turned the hands up to acquaint the officers and ship's company of my intentions to lead them to the attack; which was handsomely returned with three cheers, and that they would all follow to a man: this greatly increased my hopes, and I had little doubt of succeeding. The boats, containing 100 men, including officers, at half past twelve on the morning of the 25th, (after having beat the launch of the ship, which carried a twenty-four pounder and twenty men, and receiving several guns and small arms from the frigate) boarded; the fore-castle was taken possession of without much resistance; the quarter-deck disputed the point a quarter of an hour, where a dreadful carnage took place; the main deck held out much longer, and with equal slaughter; nor was it before both cables were cut, sail made on the ship, and boats ahead to tow, that the main deck could be called ours; they last of all retreated to the 'tween decks, and continued firing till their ammunition was expended; then, and not until then, did they cry for quarter. — At two o'clock the *Hermione* was completely ours, being out of gun shot from the fort, which had for some time kept up a tolerable good fire. From the Captain, Don Romond de Chalas, I am informed, she was nearly ready for sea, mounting 44 guns, with a ship's company of 321 officers and sailors, 56 soldiers, and 15 artillery-men on board. Every officer and man on this expedition behaved with an uncommon degree of valour and exertion; but I consider it particularly my duty to mention the very gallant conduct, as well as the aid and assistance, at a particular crisis, I received from Mr John McVullen, surgeon and volunteer, and Mr. Maxwell, gunner, even after the latter was dangerously wounded. As the frigate was the particular object of your order of the 17th of September, I have thought proper to return into port

with her.—Enclosed I transmit you a list of captures during the cruise; also two lists of killed and wounded.—I have the honour to be, &c. &c. &c.

E. HAMILTON.

*A List of the Killed and Wounded on board the Spanish Frigate Hermione, late his Majesty's Ship Hermione, when captured by the Boats of his Majesty's Ship Surprise, under the Command of Captain Edward Hamilton, in Porto Cavallo Oct. 25, 1799, and general Statement of the Complement on board.*

|                                                                                           |     |
|-------------------------------------------------------------------------------------------|-----|
| Prisoners landed at Porto Cavallo the same day, out of which there were                   |     |
| 97 wounded, mostly dangerous                                                              | 228 |
| Escaped in the launch, which was rowing guard round the ship, with a 24 pounder           | 20  |
| Remain prisoners on board                                                                 | 3   |
| On shore on leave, one Lieutenant, one Captain of Troops, four Pilots, and one Midshipman | 7   |
| Swam on shore from the ship                                                               | 15  |
| Killed                                                                                    | 119 |

Total 392

(Signed) E. HAMILTON.

*A List of Killed in the Boat of his Majesty's Ship Surprise, in cutting out a Privateer Schooner of ten guns, and two Sloops, from the Harbour of Aruba, on the 15th Oct. 1799.*

N.r. John Busey, acting Lieutenant, killed.

(Signed) E. HAMILTON, Captain.

*A List of Officers and Men Wounded on board the Spanish Frigate Hermione, on the Attack made by the Boats of his Majesty's Ship Surprise, under the Orders of Captain Hamilton, in the Harbour of Porto Cavallo, the 25th Oct, 1799.*

Edward Hamilton, Esq Captain, several contusions, but not dangerous; Mr. John Maxwell, Gunner, dangerously wounded in several places; John Lewis Matthews, Quarter Master, dangerously; Arthur Reed, Quarter Gunner, dangerously; Henry Milne, Carpenter's Crew, dangerously; Henry Dibleen, Gunner's Mate, slightly; Charles Livingston, able seaman, slightly; William Pardy, able seaman, slightly; Robert Bull, able seaman, slightly; Thomas Stevenson, able seaman, slightly; John Ingram, private marine, slightly; Joseph Titley, private marine, slightly.

(Signed) E. HAMILTON, Captain.

(A copy) H. PARKER.

*A List of Vessels captured by his Majesty's Ship Surprise, Edward Hamilton, Esq. Commander, from the 20th Day of Sept. to the 30th Day of Oct 1799.*

The French schooner Nancy, of nine men, and twenty-five tons, from Aux Cayes, bound to Curacao, laden with coffee, taken near Cape de la Vella, October, 4, 1799.

The Dutch Schooner, Lame Duck, of ten guns, and eighty tons, from Aux Cayes, laden with sundries, cut out from the harbour of Aruba, October 15, 1799.

The Spanish schooner La Manuel, of six men, and ten tons, from Aux Cayes laden with plantain, destroyed near Porto Cavallo, October 20, 1799.

The Spanish frigate Hermione, of forty-four guns, three hundred and ninety-two men, and seven hundred and seventeen tons, from Aux Cayes, cut out from Porto Cavallo, October 25, 1799.

(Signed) E. HAMILTON, Captain.

ADMIRALTY-OFFICE, JAN. 21.

*Copy of a Letter from Sir Alan Gardner, Bart. Admiral of the Blue, to Evan Nepean, Esq. dated Torbay, the 19th inst.*

SIR,

Enclosed I transmit to you, for the information of the Lords Commissioners of the Admiralty, a copy of a letter which I have received this day, addressed to Admiral Lord Bridport, from Captain Cooke, of the Amethyst, dated at sea, December 24, 1799.—I am, &c.

A. GARDNER.



*Amethyst, at Sea, December 29, 1799. Lat. 46 degs 44 min. N. Long. 4 deg. W.*

MY LORD,  
I have the honour to acquaint your Lordship, that I this day captured L'Avanture French brig privateer, mounting 14 guns, and manned with 75 men, belonging to L'Orient. I have the honour to be, &c. &c.

JOHN COOK.

ADMIRALTY-OFFICE, JAN. 25.

*Extract of a Letter from Captain Valentine Edwards, Commander of his Majesty's Ship, the Sceptre, to Evan Nepean, Esq. dated Table Bay, Cape of Good Hope, the 20th October, 1799.*

On my passage I made the Island of Roderique, where I discovered a sail; on our coming up with her she run among the rocks and hoisted French colours; I immediately hoisted out the boats, and sent them manned and armed to take possession of her, which, after a defence of about half an hour, they accomplished, without any loss or damage. She proved to be L'Eclair French privateer brig, from the Mauritius, of 12 guns, twelve and six pounders, and 83 men. She had been cruising on the coast of Brazil; the situation she was placed in rendered it impossible to get her out that evening, I therefore judged it most prudent to destroy her, rather than delay the convoy till the morning, and gave directions to that effect, and saw her burnt down to the water's edge before I made sail. This service was executed by Mr. Tucker, the Second Lieutenant of the Sceptre, whose conduct on this occasion merits my warmest thanks.

ADMIRALTY-OFFICE, FEB. 1.

*Copy of a Letter from Captain Robert Larkan, Commander of his Majesty's Ship Camilla, to Evan Nepean, Esq. dated off Havre, the 30th ultimo.*

SIR,

I beg leave to inform you, for the information of my Lords Commissioners of the Admiralty, that yesterday evening I captured the Le Vigoureux French lugger privateer, of three guns and 26 men, belonging to Cherbourg; out nineteen days; had not taken any thing.—I have the honour to be, &c.

R. LARKAN.

ADMIRALTY-OFFICE, FEB. 4.

*Copy of a Letter from Vice-Admiral Sir Thomas Pasley, Bart. Commander in Chief of his Majesty's Ships and Vessels at Plymouth, to Evan Nepean, Esq. dated the 1st instant.*

SIR,

Inclosed is a letter which I received from Captain Bartholomew, of the Havick, together with a paper containing a particular account of the vessels mentioned in the said letter.—I am, &c.

T. PASLEY.

SIR,

*Havick, at Sea, Jan. 30.*

I have the pleasure to inform you, yesterday morning, Captain Witman, of the Suffisante, made the signal to chase northward; and soon after discovered a ship, lugger, and cutter, steering to the S. E. At two P. M. I recaptured the American ship Strafford, from Baltimore bound to London, mounting 16 guns. She was taken by the lugger and cutter above-mentioned; her cargo worth from 30 to 40,000 l. pounds. At half past two I had the pleasure of seeing the lugger strike to the Suffisante; and I have every reason to believe, from the Suffisante's excellent sailing, that the cutter is now in Captain Wittman's possession.

I have the honour to be, &c.

P. BARTHOLOMEW.

*Recaptured*—Strafford, from Baltimore bound to London, laden with tobacco, &c. Worthington and Troap, owners.

The two privateers sailed together from St. Maloes, the 26th January.

*Taken*.—Le Courageux lugger, of four four-pound guns, and one eighteen-pound carronade, and 42 men.

Le Grand Quinola cutter, of eight pound brass carronades, four two-pound brass guns, two two pound iron guns, swivels, and 40 men.



ADMIRALTY OFFICE, FEB. 8.

*Extract of a Letter from Admiral Sir Hyde Parker, Knt. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Evan Nepean, Esq. Secretary of the Admiralty, dated in Port Royal Harbour, December 1, 1799.*

SIR,

You will be pleased to communicate to my Lords Commissioners of the Admiralty, that his Majesty's ship Calypso arrived here the 21st of last month, with a part of the English and Cork convoys, which had been dispersed by a Spanish squadron off the Mona passage. On the 23d ult. his Majesty's ship Crescent arrived with the remainder of the convoy, the General Goddard store ship only excepted. Captain Lobb's conduct on this occasion (as their Lordships will perceive by the copy of his letter inclosed) was that of a judicious officer.

SIR,

*Crescent, Port Royal, Nov. 22, 1799.*

I am exceedingly sorry to acquaint you, that on the dawn of the 15th instant, the S. W. end of Porto Rico bearing N. E. ten or twelve leagues, we unfortunately fell in with a squadron belonging to the enemy, consisting of a line of battle ship, frigate, and corvette. As the two former were directly in our course on the larboard tack, I made the convoy's signal to haul to the wind on the starboard tack, made sail to reconnoitre them, and on joining the Calypso, which had previously chased, perfectly coincided with Captain Baker that they were enemies, and made signals to the convoys for that purpose. The line of battle ship and frigate keeping close together, I was in great hopes of drawing them from the convoy, by keeping within random shot to windward, and bore up for that purpose, making the Calypso's signal to chase N. W. the direction the body of the convoy was then in: at nine the enemy tacked, and I was under the necessity of making the signal to disperse. The Calypso bore up for that part of the convoy that were running to leeward. The corvette, which had been seen some time before, was standing for the ships that had kept their wind; I immediately made sail to relieve them, and had the good fortune to capture her. The enemy were previously chasing the ships to leeward, and I was happy to observe them haul their wind, I suppose, on perceiving the situation of the corvette; but this, as well as their other manœuvres during the course of the day, appeared so very undetermined, that they did not take the necessary steps to prevent our taking possession of her; nor had they brought to any of the convoy at dark, notwithstanding they had been near them for twelve hours; and their situation was such as to give me sanguine hopes not any have been captured. The squadron proved to be Spanish, from St. Domingo, bound to the Havannah, consisting of the Asia, of 64 guns, and 550 men, Commodore Don Francisco Montes; Amphitrite, of 44 guns, and 360 men, Captain Don Diego Villagomez; Galgo, of 16 guns, and 100 men, Captain Don Jose de Arias.—I have the honour to be, &c.

W. G. LOEB.

*Sir Hyde Parker, Knt. Admiral of the Blue, &c. &c. &c.*

*Copy of a Letter from Admiral Milbanke, Commander in Chief of his Majesty's Ships and Vessels at Portsmouth, to Evan Nepean, Esq. dated the 7th instant.*

SIR,

I beg you to lay before my Lords Commissioners of the Admiralty the inclosed letter which I have received from Captain Rogers, of the Mercury, giving an account of his having captured the French brig privateer L'Egyptienne, which has lately done considerable mischief in the Channel.

I am, Sir, &c. &c.

M. MILBANKE,

SIR,

*Mercury, Spithead, Feb. 6.*

I beg to acquaint you, that on the 24th of January, cruising agreeably to your orders, I recaptured (Scilly bearing N. by E. twenty-eight leagues) the ship Aimwell, of Whitby, from Quebec, bound to London, with a valuable cargo; she had been taken fifteen days before in lat. 49 deg. 30 min. N. long. 13 deg. 30 min. W. by L'Arriège, French privateer, belonging to Bourdeaux. I have also to acquaint you, that yesterday morning, returning to Spithead, I captured,

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off the Isle of Wight, L'Egyptienne French brig privateer, mounting 15 brass guns, and manned with 66 men. She is a new vessel, and sailed from Cherbourg the evening before, and was close in with Peverel Point when discovered by the Mercury, looking out for vessels going in at the Needles; she had however taken nothing—I have the honour to be, &c.

THOMAS ROGERS.

P. S. I should mention that the privateer, when the Mercury got close up with her, very wantonly, when in the act of hauling down her colours, (not having fired a shot before), discharged her musketry into us, by which one of my people was shot in the body, but the wound is not mortal.

Admiral Milbanke.

*Extract of a Letter from Admiral Lord Viscount Duncan, Commander in Chief of his Majesty's Ships and Vessels in the North Sea, to Evan Nepean, Esq. dated at Yarmouth, the 7th instant.*

By Lieutenant O'Neil's letter their Lordships will see he has captured a small Dutch privateer; and, as the Cobourg is in want of ordnance stores, which are not to be had here, shall let her go to the Nore for a supply.

*Marsbal de Cobourg Hired Armed Brig,  
Yarmouth Roads, Feb. 7.*

MY LORD,

I beg to inform you, that cruising to effect the purport of your Lordship's order of the 18th ult. on the 1st instant, the Texel in sight, bearing south, observing a cutter to windward standing for us, which, from her signals and movements, we presumed to be an enemy, we practised several necessary deceptions to decoy her nearly into our wake, when, on tacking, and giving her a few guns, she lowered her sails down, and was taken possession of; proves to be the Flushing Dutch privateer, commanded by Mynheer Van C. G. Hamendel, mounting four two-pounders, and 28 men, out from Helvoet three days, and had not captured any thing.

I have the honour to be, &c.

Admiral Lord Duncan.

TERENCE O'NEIL.

ADMIRALTY OFFICE, FEB. 18.

*Copy of a Letter from Captain Joshua Sydney Horton, Commander of his Majesty's Sloop Fairy, to Evan Nepean, Esq. dated Plymouth Sound, the 7th instant.*

SIR,

Finding his Majesty's ship La Loire has not arrived at this port with the Pallas National frigate, having sent a duplicate of my proceedings by Captain Newman, I conceive it my duty to forward you another for the information of my Lords Commissioners of the Admiralty, with the additional satisfaction of informing you, that the Pallas was captured close in with the Seven Islands, by La Loire, Railleur, Harpy, Danae, and Fairy. Having been joined in the night of the 6th, at nine o'clock, by La Loire, I desisted giving further particulars, concluding Captain Newman would state the further proceedings of the Fairy and Harpy. The badness of the weather obliged me to put in here, my standing rigging, &c. being much cut. I am anxious to save the post.

I have the honour to be, &c.

J. S. HORTON.

SIR,

*His Majesty's Sloop Fairy, 5th Feb. 1800.*

In compliance with your order of the 3d instant, his Majesty's sloop Harpy in company, having weighed from St. Aubin's Bay at six A. M. I proceeded to reconnoitre St. Maloes, and at half past eleven, Cape Frehel bearing S. E. five or six miles, I discovered a large ship running down close along shore to the westward, which I very soon made out to be a large frigate, and as she did not answer the private signal, I concluded she was an enemy; but being so close in shore, I saw there was no chance of bringing her to action; I therefore judged it necessary to tack, with the hopes of decoying her out from the land, which fully answered my wishes, as she immediately gave chase to us. At one o'clock, the Harpy having formed close under my stern, the enemy arrived within pistol shot, when a close action commenced, and continued till a quarter before three, when the enemy made all sail from us. As soon as the damages the Fairy and Harpy had sustained in the rigging (which was very

considerable) were repaired, we made all sail in pursuit of her; at four o'clock three strange sails were discovered from the mast-head to the northward, which I judged to be a squadron of English frigates, to whom I made the signal for an enemy, and at nine were joined by his Majesty's ships *La Loire*, *Danae*, and *Railler*, in the chase. I must now beg leave to acknowledge the very able assistance and support I received from Captain Razely in the *Harpy*, who speaks in the highest terms of the conduct of his officers and ship's company, and I cannot conclude without expressing, in the most particular manner, the exertions and good conduct of the officers and ship's company under my command, and without any disparagement to the rest of the officers, I trust I may be allowed to mention Mr. Smith (First Lieutenant of the *Fairy*) as a very active good officer. Annexed is a return of the killed and wounded.

I have the honour to be, &c. &c.

J. S. HORTON.

*Captain D'Auvergne (Prince of Bouillon), Senior Officer at Jersey.*

*Fairy*—Four seamen killed; Captain Horton slightly wounded; Mr. Hughes, Purser, broken arm; six seamen, four badly, and one reported since last evening.

*Harpy*—One seaman killed; three seamen wounded.

P. S. I have the satisfaction to inform you, that his Majesty's ship *Danae*, four or five miles to N. W. captured one of the enemy's cutters this morning (Feb. 6.)

*Copy of a Letter from Captain James Newman, Commander of his Majesty's Ship La Loire, to Evan Nepean, Esq. dated at Sea, the 5th instant.*

SIR,

I have the honour to acquaint their Lordships of the capture of the French National frigate *La Pallas*, Citizen *Jacque Epion*, Commander, by his Majesty's ship under my command, after a close action of two hours and ten minutes, close in shore under Seven Islands, where she was supported by a battery. I was most gallantly and ably seconded by Captain *Turquand*, of his Majesty's sloop *Railler*: and to the Captains of his Majesty's ship *Danae*, and *Fairy* and *Harpy* sloops, I feel indebted for their every exertion to come up with the chase. I cannot too much applaud the conduct of the officers and crew under my command, as well as Lieutenant *Krenitzen* of the Russian Navy; and though I wish not to particularise, I cannot let this opportunity escape of recommending my First Lieutenant (*Mr. Raynor*) to their Lordships' notice, as an officer whose services I have witnessed on other trying occasions. The *Pallas* is a new frigate, never at sea before, mounting 42 guns, eighteen, nine, and thirty-six pounders, was bound to *Prest*, victualled for five months, and had 350 men on board. I inclose a list of killed and wounded, and am, Sir, &c. &c. &c.

JAMES NEWMAN NEWMAN.

*List of Killed and Wounded on board his Majesty's Ship La Loire, in the Action with La Pallas.*

Two seamen killed; three Midshipmen, sixteen seamen (one of whom is since dead of his wounds), and one marine, wounded.

Names of the Midshipmen wounded.—*Watkins* *Oliver Pell*, *Francis William Eves*, *John Allen Medway*.

(Signed)

JAMES NEWMAN NEWMAN.

*A List of the Killed and wounded on board his Majesty's Sloop Railler, under my Command, in Action with the French Frigate La Pallas, on the 6th of February 1800.*

*Killed*—*Mr. William Prothers*, Midshipman; *Alexander Ferguson*, Gunner's Mate.

*Wounded*—*Robert Pring*, Yeoman of the Sheets; *William Wilde*, private marine; *John M'Mullin*, boy; *Benjamin Gibson*, ordinary seaman.

(Signed)

W. TURQUAND, Captain.

*Extract of a Letter from Captain William Bowen, Commander of his Majesty's Ship Caroline, to Evan Nepean, Esq. dated at Sea the 10th ult.*

I have the pleasure to acquaint you, for the information of their Lordships, that on the 15th instant, in lat. 37 deg. 45 min. long. 13 deg. 8 min. W. I per-



ceived a vessel, which suspecting to be a cruiser, I chased, and by eight in the evening, being alongside, she struck without firing a gun. She proves to be *Le Vulture*, a French privateer ship of Nantz, out thirty-eight days, commanded by Citizen *Ezile Ang. Eno Laray*. She is a remarkably fast sailer, pierced for twenty-two guns, and mounting four twelve-pounders, two thirty-six pound carronades, brass, sixteen six-pounders, iron, two of which she threw overboard during the chase; had on board, when captured, 137 men. On my first seeing her, she was in the act of bearing down on the brig *Flora of London*, and a ship, the name I did not learn, both of which in less than an hour must inevitably have fallen; but, thus delivered, proceeded on their voyage.

ADMIRALTY-OFFICE, FEB. 22.

*Copy of a Letter from Lieutenant Francis Godolphin Bond, commanding his Majesty's Gun Vessel Netley, to Evan Nepean, Esq. dated at Lisbon the 28th of January.*

SIR,

By the inclosed copy of a letter to Lord Keith, which I have the honour to transmit to you for the information of my Lords Commissioners of the Admiralty, it will be seen that his Majesty's schooner under my command has been, during her last cruise, rather successful; but a long continuation of tempestuous weather subjected the vessels which I had the good fortune to intercept, to the same hazard experienced by all the trade on this coast.

I have the honour to be, &c.

F. G. BOND.

MY LORD,

*Netley, Lisbon, Jan. 28.*

On the 4th of last month, I had the honour of transmitting to you, from the *Tagus*, copies of two orders, the one from Rear-Admiral Duckworth, and the other from Captain Blackwood, with an account of the captures made by his Majesty's schooner under my command, during her last cruise. Hard gales of wind prevented our sailing hence till the 11th, and on the 22d, off *Viana*, we captured *L'Esperance* French lugger privateer, pierced for twelve, but having only five guns, with 36 men, formerly a privateer belonging to *Guernsey*. Having the next day spoke the *St. Fiorenzo*, in the neighbourhood of *Oporto*, I was informed by Sir Harry Neale of the dispersion of three convoys on the coast, and the obstacles that had opposed their entry into the *Douro* for more than twenty days, from considerable freshes, frequent calms, and adverse winds. As the weather was now favourable for the arrival of vessels from the S. W. and I conceived no time should be lost in endeavouring to intercept the enemy's captures bound to *Vigo*, I accordingly stood for the entrance of that bay, and on the morning of the 24th, retook the *Hamburgh brig Catharina*, from *Oporto*, bound to *Limerick*, laden with wine and fruit. At night, after a smart chase, we came up with a small Spanish lugger privateer, called *Felicidad*, of two guns, eight swivels, and 22 men; and, before the prisoners were all shifted, at midnight, another privateer and her prize hove in sight. We were enabled, at one A. M. (the 25th) to come up with the latter, the *Duchess of Gordon*, a bark, from *Newfoundland* to *Oporto*, with 7,600 quintals of salt fish. By ten o'clock that morning, after a short chase, we brought to the *St. Antonio y Animas*, alias *La Aurora*, Spanish schooner privateer, of six guns, and 46 men, and her prize, the *Venus*, from *London*, with shot, lead, tin, staves, &c. for *Oporto*. On the 27th, I made three more recaptures, viz. an English brig, called the *Commerce*, laden with salt fish; a Swedish brig from *Stockholm* to *Viana*, with iron and deals, taken by a French lugger; and a Portuguese schooner with salt. On the evening of the 28th, the weather began to threaten, with strong winds to the southward. Our recapture remained with me till the 8th of January, when our vicinity to the shore, and a heavy sea, obliged me to carry sail and abandon to herself the *Commerce*, that was destitute even of one sail to shift, and those bent were in the worst condition. Having the following day spoke the *Trojan West Indiaman*, with the loss of her main-top-mast, cross jack-yard, and most of her sails, now bound to *Lisbon* to refit, but separated with many others in the recent gales from the outward-bound convoy, I continued to attend her till the 21st, in almost a continual storm, and on the 27th had the pleasure to see her safe into this port. It is, however, with much sorrow, I have to acquaint your Lordship with the loss of most of our



prizes and several of our crew. Of the Duchess of Gordon, which was wrecked near Lisbon, only one person was saved, the pilot of the Netley being of the number who perished. The fate of the others is anticipated, though it is known that two brigs are arrived safe; and two others took refuge in Vigo. The French lugger was stranded in attempting the bar of Viana, but I am happy to hear her crew were saved.—I have the honour to be, my Lord, &c.

F. G. BOND.

*The Right Hon. Lord Keith, K. B. Vice-Admiral of the Red, &c. &c. &c.*

ADMIRALTY OFFICE, FEB. 25.

*Copy of a Letter from Admiral Milbanke, Commander in Chief of his Majesty's Ships and Vessels at Portsmouth, to Evan Nepean, Esq. dated the 22d instant.*

SIR,

Inclosed I beg leave to transmit to you, for the information of my Lords Commissioners of the Admiralty, a letter I have this day received from Captain Riou, of the Amazon, acquainting me with his having captured the Bougainville French privateer on the 14th instant, on his return from Cork to this anchorage, and of the loss of her on the following evening.

I am, Sir, &c.

M. MILBANKE.

SIR,

*His Majesty's Ship Amazon, Spithead, Feb. 21.*

I am to acquaint you, that his Majesty's ship under my command sailed from Cork harbour on the 12th instant, and on the 14th captured the Bougainville, a French privateer of St. Malo, commanded by Pierre Dupont, mounting 18 six-pounders, and carrying 82 men; but I am sorry to add, that on the following evening, as the Amazon was brought to sound, the Bougainville ran on board us at the rate of nine knots, and rebounded off with the immediate loss of her fore and main-masts, and with so much injury to her hull, that there was an instantaneous alarm of sinking. It was not without some risk, as the night was dark, the sea rough, and the wind high, that the boats were hoisted out of the Amazon, and all the men saved excepting one. The Bougainville, I am told, was at this time going down by the stern, the water within board being above the afterpart of the gun-deck. The injury done to the Amazon was nothing more than the carrying away the spritsail, yard, and buntin.

I have the honour to be, Sir, &c.

E. RIOU.

*Extract of a Letter from Captain D'Auvergne (Prince of Bouillon), Commander of his Majesty's Ship Bravo, to Evan Nepean, Esq. dated at Jersey, the 20th inst.*

I have the honour to transmit you herewith, for their Lordships' information, Lieutenant D'Auvergne's report to me of his having yesterday captured, in the Aristocrat brig, under his command, one of the French gun-boats.

SIR, *Off Cape Frehel, his Majesty's Hired Armed Brig Aristocrat, Feb. 19.*

On my way to execute your order of yesterday's date, I fell in this morning and captured, after an hour's chase, a French gun-vessel, No. 57, mounting an iron 24-pounder in her bow, with a number of small arms, &c. commanded by Le Citoyen Rouilland, Enseigne de Vaisseau, from the river Fegué, bound to St. Maloes, out twenty-four hours. Several of her crew and passengers made their escape in the boat before she struck, and one was drowned in attempting to swim on shore. Cape Frehel bore south half a mile from us, when the above brought to and struck.—I have the honour to be, &c.

C. J. D'AUVERGNE, Lieutenant and Commandant.

*Copy of a Letter from Captain Peter Halkett, Commander of his Majesty's Ship Apollo, to Evan Nepean, Esq. dated Madeira, bearing N. W. 12 Leagues, 25th January.*

SIR,

On the 11th instant, in latitude 43 deg. 29 min. N. longitude 12 deg. W. a ship of very suspicious appearance was discovered at a great distance from the convoy. The weather at the time being extremely hazy, after a chase of four hours, we got within shot of her, when she brought to and surrendered; we found her to be the Aquilla Spanish ship of war, pierced for 22 guns on the main deck, but having only four mounted, commanded by Don Mariano Merino, from Buenos Ayres, bound to Corunna with a cargo. At day-break on the

15th instant, when proceeding on our voyage, a sail was seen a-head ; on our approaching her, she altered her course, and endeavoured to avoid us ; after a very short chase we came up with and recaptured her ; she is the Lady Harewood, a ship that parted from the convoy on the 1st instant, at the commencement of an excessive hard gale of wind ; she was taken two days before in latitude 38 deg. N. longitude 16 deg. W. by the Vautour French ship privateer of 20 guns.—I have the honour to be, &c.

P. HALKETT,

*Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated the 24th instant.*

SIR,

You will herewith receive the copy of a letter from Captain John Cooke, of his Majesty's ship Amethyst, which I transmit to you for their Lordships' information.—I have the honour to be, &c.

BRIDPORT.

MY LORD,

*Amethyst, at Sea, Feb. 15.*

I beg leave to acquaint your Lordship that I this day (his Majesty's ship Nymphe being in company), after a long chase, captured Le Vaillant, French cutter privateer, a remarkable fast sailer, belonging to Bourdeaux, mounting one long eighteen-pounder, two long twelve-pounders, and twelve six-pounders, and manned with 131 men ; had been out four days, and had taken nothing.

I have the honour to be, &amp;c. &amp;c. &amp;c.

*Right Hon. Lord Bridport, K. B. &c.*

JOHN COOKE.

*Extract of a Letter from Sir Alan Gardner, Bart. Admiral of the Blue, to Evan Nepean, Esq. dated on board his Majesty's Ship Royal Sovereign, at Sea, the 17th instant.*

Inclosed I transmit to you, for the information of the Lords Commissioners of the Admiralty, an extract of a letter I received this morning from the Hon. Captain Curzon, of his Majesty's ship Indefatigable, dated off the Stevenet Rock, the 15th instant.

*Extract of a Letter from the Hon. Captain Curzon, Commander of his Majesty's Ship Indefatigable, to Sir Alan Gardner, Bart. dated off the Stevenet Rock, Feb. 15.*

On Tuesday morning the Triton chased from the squadron, and came up with the French National brig La Vidette, of 14 guns, and 84 men, from L'Orient, bound to Brest.

*Copy of a Letter from Admiral Sir Hyde Parker, Knt. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Evan Nepean, Esq. dated Port Royal Harbour, Jamaica, December 27, 1799.*

SIR,

I have the pleasure to acquaint you, for the information of the Lords Commissioners of the Admiralty, that on the 23d inst. Captain Rolles, of his Majesty's ship Alarm, brought with him into this port, a very rich and valuable Spanish ship. She was captured by the Amphion, Captain Bennett, in company with the Alarm ; and, for their Lordships' further information, inclose herewith a copy of Captain Bennett's letter to Captain Rolles on this occasion.

I have the honour to be, &amp;c.

H. PARKER.

SIR,

*Amphion, at Sea, Nov. 26, 1799.*

In obedience to your signal, I chased S. W. last evening, and had the good fortune, at one A. M. to come up and capture L'Asturiana, Spanish letter of marque, carrying eighteen eight pounders, two twelve-pounders, and four howitzers, of thirty-two-pounders (all brass), manned with 100 men, from Cadiz, bound to La Vera Cruz, with a very valuable cargo. She had four sail of convoy with her in the morning, three of which her Commander thinks are still to the eastward, forty days out. The Asturiana is a very large ship, quite new, admirably found, and coppered.—I have the honour to be, &c.

R. H. A. BENNETT.

ADMIRALTY-OFFICE, MARCH 8, 1800.

*Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated the 4th instant.*

SIR,

Inclosed is a copy of a letter from Captain Frazer, of the *Nymph*, stating the capture of *La Modeste* French letter of marque, on the 24th of February, which is transmitted for their Lordships' information.

I have the honour to be, &amp;c.

BRIDPORT.

MY LORD,

*La Nymph, Plymouth Sound, March 3.*

I have the honour to acquaint your Lordship, that I brought into Plymouth this morning *La Modeste*, a French letter of marque, pierced for 16 guns, and having 70 men on board, which I captured on the 24th of February last, in company with the *Amethyst*. She is a fine ship, about 600 tons burthen, and laden with cotton, coffee, tea, sugar, indigo, &c. Had left the Isle of France only nine weeks, and was bound to Bourdeaux, off which port I captured her.

I have the honour to be, my Lord, &amp;c.

PERCY FRAZER.

*Copy of a Letter from Mr. John Doyle, Commander of the Maria private Ship of War, to Evan Nepean, Esq. dated at Guernsey, the 21st of February.*

SIR,

I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that on the 24th ult. in latitude 42 deg. 10 min. N. longitude 9 deg. 15 min. W. I discovered a sail to windward, to which I immediately gave chase, and six hours after came up with and captured her. She proved to be the *Nostra Siniora Carmen* Spanish lugger privateer, Don Joseph O'livera, Commander, mounting two guns, nine-pounders, with small arms, and a crew consisting of 44 men. The *Maria's* crew being far inferior in point of numbers, determined me to proceed for Viana, where I arrived the next day with the prize, and landed the prisoners, by order of the British Consul.

I have the honour to be, &amp;c.

JOHN DOYLE.

ADMIRALTY-OFFICE, MARCH 11.

*Extract of an Enclosure from Vice-Admiral Sir Thomas Pasley, Bart. Commander in Chief at Plymouth, to Evan Nepean, Esq.*

SIR,

*Nereide, Plymouth Sound, March 7.*

I beg leave to inform you, that on the 28th ult. when cruising with his Majesty's ships *Repulse* and *Agamemnon*, off the Penmarks, being considerably to the leeward of the above ships, I lost sight of them in the night, and at three A. M. I saw a light to windward, which I kept company with, supposing it the Commodore's, but it proved a Danish brig; on my standing back to the rendezvous on the following night, we discovered five sail, four ships evidently of force, and a schooner. The moment I had made the necessary preparations for battle, I hauled my wind for them; on the dawn of day I plainly discovered they were of force, and then laying-to; when nearly within gun-shot of the largest ship they dispersed different ways; I continued to chase. Night coming on, I lost sight, but was fortunate enough the following morning to see one of them, which, after chasing twelve hours, and running one hundred and twenty-three miles, we captured, which proved to be the *Vengeance* privateer, of Bourdeaux, pierced for 18 guns, 12-pounders, but only 16 mounted, and 174 men. By her we found, that she sailed on the 26th from the above place, in company with the following ships, which were those we fell in with, viz.

*Bellona*, 24 guns, 12-pounders, 36 pound carronades, and 420 men.

*La Vengeance*, 18 guns, 12-pounders, and 174 men.

*La Favorite*, 16 guns, 8-pounders, and 120 men.

*La Huron*, 16 guns, 6 pounders, and 87 men.

*La Terrailleuse* (schooner), 14 guns, 6-pounders, and 87 men.

I have to lament that, from the pusillanimity of the enemy, I had it not in my power to destroy the whole, or of trying the zeal of my Officers and young ship's company, but have every thing to say in their favour for the activity and cheerfulness they shewed on the occasion, and hope some future day we shall be more fortunate. On the following day we re captured the American ship *Enterprise*, of Baltimore, with a cargo valued at 30,000l.



The Vengeance is two years old, and has been repeatedly chased by our frigates, but from her superior sailing escaped, nor should we have caught her had she not carried away her jib-boom.—I have the honour to be, &c.

FREDERICK WATKINS.

ADMIRALTY OFFICE, MARCH 15.

*Copy of a Letter from Admiral Kingsmill, Commander in Chief of his Majesty's Ships and Vessels on the Coast of Ireland, to Evan Nepean, Esq. dated at Cork, the 4th instant.*

SIR,

I have the pleasure to inform their Lordships, of the French ship privateer Bellegarde being captured and sent in here by his Majesty's ship Phœbe. I inclose a copy of Captain Barlow's letter to me on the occasion, and have the honour to be, Sir, &c.

W. KINGSMILL.

SIR,

*Phœbe, at Sea, Feb. 27, 1800.*

I have to acquaint you, that on the 2<sup>nd</sup> instant, his Majesty's ship under my command captured the French ship privateer Bellegarde, of 14 guns, and 114 men, belonging to St. Maloes. She had been out sixteen days, and had captured the ship Chance of London, from Martinico, and the brig Friends, of Dartmouth, from St. Michael's, bound to Bristol; the former since recaptured by his Majesty's sloop Kangaroo.—I have the honour to be, &c.

R. BARLOW.

*Copy of a Letter from Vice-Admiral Lutwidge, Commander in Chief of his Majesty's Ships and Vessels in the Downs, to Evan Nepean, Esq. dated the 13th instant.*

SIR,

I desire you will please to acquaint my Lords Commissioners of the Admiralty, that I this morning received the inclosed letter from Captain Galway, of his Majesty's sloop Plover, informing me of his having, on the 10th instant, captured the French lugger privateer Massena, carrying four three-pounders, and 34 men. The privateer arrived in the Downs this morning. I am, Sir, &c.

S. LUTWIDGE.

SIR,

*Plover, at Sea, March 10, 1800.*

I have the pleasure to acquaint you, that I captured this morning, after a chase of an hour, the French privateer Massena (off Dunkirk), Bernard Avril, Commander, mounting four three-pounders, and 34 men, sailed from Ostend yesterday morning, and had not made any capture.

I have the honour to be, Sir, &c.

EDWARD GALWAY.

ADMIRALTY-OFFICE, MARCH 18.

*Extract of a Letter from Vice-Admiral Sir Thomas Pasley, Bart. Commander in Chief of his Majesty's Ships and Vessels at Plymouth, to Evan Nepean, Esq. dated the 14th instant.*

Inclosed is a letter from the Commander of his Majesty's sloop Suffisante, stating his having captured the French cutter privateer therein mentioned.

SIR,

*La Suffisante, at Sea, March 30.*

I beg leave to acquaint you, that after a chase of three hours from the Isle of Bas, I this day captured the French cutter privateer Josephina, of four guns and 20 men, commanded by John Francis Froment, two days from Morlaix, has taken nothing.—I have the honour to be, &c.

J. WITTMAN.

ADMIRALTY-OFFICE, MARCH 25.

*Copy of a Letter from Vice-Admiral Lord Keith, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated at Sea, 12th Feb. 1800.*

SIR,

I have the honour of inclosing, for the information of their Lordships, a copy of a letter which I have received from Captain Blackwood, of his Majesty's ship Fenelope, acquainting me with his having captured a Spanish xebec.

I am, &c.

KEITH.

MY LORD,

*Penelope, off Old Malaga, Jan. 26.*

I have the honour to inform your Lordship, that I this day captured the Carmen, a Spanish xebec corvette, commanded by Don Estevanno Joel Barcello, mounting 16 four-pounders, and four swivels, and manned with 130 men. She had been four days out from Malaga, and had not made any captures.

I have the honour to be, &c.

HENRY BLACKWOOD.



## Naval Courts Martial.

PORTSMOUTH, MARCH 25.

A COURT MARTIAL was held on board his Majesty's ship the *Gladiator*, on COLIN M'CARTY, Carpenter of his Majesty's ship *Concorde*, for drunkenness.

President, Rear-Admiral the Hon. GEORGE BERKELEY.

The charge being fully proved, the prisoner was found guilty, and sentenced by the Court to be dismissed from his Majesty's service.

A Court Martial was also held on board the same ship for the trial of Mr. PHILIP GRIFFIN, Lieutenant of his Majesty's ship *Resolution*, for detaining in his hands the sum of ten pounds, the property of THOMAS DENHAM, a seaman belonging to the *Fury* bomb vessel, and which he had received from the said Thomas Denham. The Court were of opinion, that the charge had been proved against the said PHILIP GRIFFIN, and did adjudge him to be dismissed from his Majesty's service.

*April 1.* A Court Martial was held on board his Majesty's ship *Gladiator*, in this harbour, for the trial of JOHN WARNER, a seaman belonging to his Majesty's ship *Delft*, for having, on the morning of the 17th ult. cut down the hammock of JAMES LYON, a private in the 13th regiment, in consequence of which the latter received a severe contusion in the back; and notwithstanding every medical assistance was given, he languished till noon, and then died.

The Court were of opinion, that it appeared the said John Warner did cut down the hammock in which the said James Lyon lay, in consequence of which he received the injury that occasioned his death; but that it did not appear that he knew any person was in the hammock at the time, or that he had any malicious or bad intention towards the deceased, and did therefore adjudge him to be acquitted.

On the same day a Court Martial was also held on board the same ship, for the trial of Mr. JOHN HOPGOOD, Boatswain of his Majesty's ship *Mercury*, for absenting himself from the ship without leave. The charge being proved, he was found guilty, and sentenced by the Court to be dismissed from his situation of Boatswain of his Majesty's ship *Mercury*, and to serve in such other situation in the Navy as the Lords of the Admiralty should direct.

7. A Court Martial was held on board his Majesty's ship *Gladiator*, in this harbour, for the trial of JOHN SMITH, Cook of his Majesty's ship *Brilliant*, for having been guilty of uttering seditious expressions in the presence and in the cabin of Mr. WILLIAM BOLD, the Gunner; and also on the said WILLIAM BOLD, for having heard the same, without acquainting his officers therewith.

President, Rear-Admiral Sir RICHARD BICKERTON, Bart.

The Court being of opinion that Smith was guilty, he was sentenced to be dismissed from his office of Cook of his Majesty's ship *Brilliant*, and to be imprisoned in the Marshalsea Prison for the space of twelve calendar months. Mr. Bold was acquitted.

After which another Court Martial was held by the same Court, for the trial of WILLIAM HOWELL, Corporal of Marines, of his Majesty's ship *Prince*, for having quitted his station at the Dock Yard on the 9th instant, and having taken with him Barnard Ward, a private marine, who had been placed sentinel at the Dock-Gates. The prisoner was found guilty, and sentenced by the Court to receive one hundred lashes on board of, or alongside, such of his Majesty's ships as the Commander in Chief of his Majesty's ships at Spithead should direct.

18. A Court Martial, of which Admiral Sir R. BICKERTON was President, was held on board the *Gladiator*, in this harbour, on JOHN BRISCOW, a marine belonging to his Majesty's ship *Diadem*, for writing a letter to General AVERNE, and causing others to sign it, calculated to stir up a disturbance in the ship. The charge being proved, he was sentenced to receive two hundred lashes from ship to ship, and to be imprisoned six months in the Marshalsea.

## MONTHLY REGISTER

OF

Naval Events.

MARCH—APRIL.

**T**HE Treaty of Defensive Alliance between Russia and Portugal was signed at Petersburg the 21st September 1799. The two contracting Powers mutually guarantee each other's possessions: They declare that their object is not to do wrong to any Power, but to contribute to their mutual benefit and security, and to the re-establishment of Peace in Europe. It is stipulated that on the requisition of either of the two Powers attacked in their possessions, Russia is at first to furnish 6000 infantry; and that Portugal on the other hand is to furnish to Russia a squadron of six ships of war, five from 64 to 74, and a frigate of 32 or 40. The aid may be furnished in money at the option of the party requiring. The auxiliary squadron of Portugal shall always be employed conjointly with the Russian squadron, or with those of their Ally the King of Great Britain. If the aids to be furnished by this Treaty are not sufficient, the contracting parties may agree upon farther assistance. The party requiring shall not make peace or truce with the common enemy without including the other.

*March 26.* His Majesty's new 74 gun ship *Courageux* was launched at the King's Yard at Deptford, amidst the acclamations of an immense concourse of spectators. The launch was a remarkable fine one, and attended with no difficulty, or serious disasters. Admiral Lord Hood, Lady Hood, and several other personages of distinction, were present.

The keel of a new seventy-four, to be called the *Fame*, is ordered to be immediately laid upon the slip, from whence the *Courageux* was launched.

*Falmouth, March 26.* Arrived yesterday his Majesty's ship *Agamemnon*, of 64 guns, and *Clyde* frigate, the former having struck on the Penmarks (it is said, the very same rock the *Repulse* was lost on); she was with difficulty kept above water, as when she arrived it was above the magazines. She fell in with the Childers off the land, from whom she received some assistance, and accompanied her into port. They were constantly pumping the whole of last night, assisted by the crews of two sloops of war lying here, and the Chatham guard-ship, and a part of the soldiers from Pendennis garrison; notwithstanding which it was found this morning the water had increased three feet; but we learn, that towards the afternoon, the leaks had not gained on the men at the pumps; it is therefore hoped they will be able to prevent her from sinking. Also arrived the *Serpent* and *Railleur* sloops of war, with coasters from Ireland under their convoy.

Captain Maitland, accompanied by Lieutenant Douglas, of *Le Tigre* man of war, commanded by Sir Sidney Smith, arrived at the Admiralty, with dispatches from the latter Officer, relative to the capture of the important fortress of El Arisch, and the official advices of the capitulation and surrender of the whole of the French army of Egypt, amounting to 8000 men, under General Kleber, to the allied Turkish and British forces.

Advices were at the same time received from Lord Nelson, announcing the capture of the *Genereux* man of war, of 74 guns, with 1500 men on board, commanded by Admiral Perez, together with a fleet of store ships and victuallers from Toulon, destined for the relief of Malta. Admiral Perez is the same Officer who fled after the battle of Aboukir. He was killed in the engagement.—(See Gazette Letters.)

*Extract of a Letter from the Commissioner of the Marine at Brest, to the Minister of the Marine, dated 25 Ventose, March 16.*

"Citizen Minister, a frigate or large English Corvette, named the Danaë, mounting 22 guns, thirty two pounders, and 150 men, struck yesterday without firing a gun, in consequence of an insurrection, directed by the daring intrepidity of five French sailors belonging to a privateer. She was taken possession of by the corvette La Colombe. As soon as I have learned the particulars, I shall lose no time in transmitting them to you.

"P. S. We have since learned that the Danaë entered Brest at the same time as a convoy of French vessels from the Channel, under the protection of La Colombe."

*Telegraphic Dispatch from Brest, March 23.*

*Najac, Commissioner of the Navy at Brest, to the Minister of Marine.*

"The convoy, the arrival of which I announced to you telegraphically, consists of French vessels, laden with provisions and stores for the combined fleets. I immediately sent off for Paris the five Frenchmen who effected the mutiny on board the Danaë, and three Englishmen, agreeably to your orders of the 30th Ventose (March 21)."

### THE QUEEN CHARLOTTE.

*List of Officers lost in his Majesty's Ship QUEEN CHARLOTTE, off Leghorn Roads, March 17, 1800.*

Captain Andrew Todd.  
Lieutenant William Bainbridge.  
Lieutenant James Erskine.  
Lieutenant Kolecken (Russian Navy).  
Captain Joseph Breedon, Marines.  
Mr. Thomas Whidden, Master.  
Mr. Thomas Marsh, Purser.  
Mr. John Fraser, Surgeon.  
Mr. John Bridgman, Boatswain.

#### MASTER'S MATES.

|                  |                       |
|------------------|-----------------------|
| Mr. Roger Major, | Mr. Griffith Bowen,   |
| Mr. Hector Ray,  | Mr. William Robinson. |

#### MIDSHIPMEN.

|                                         |                                 |
|-----------------------------------------|---------------------------------|
| Mr. J. A. B. Frederick,                 | Mr. Silvrius Moriarti,          |
| Mr. Norman Macleod,                     | Mr. Thomas Bridgman, son to the |
| Mr. James Vane,                         | Boatswain,                      |
| Mr. Francis Leith,                      | Mr. Charles Dickson, son to the |
| Mr. John Franklin,                      | Gunner,                         |
| Mr. William Penman,                     | Mr. Edward Brown,               |
| Mr. John Smithers,                      | Mr. Adam Rutherford,            |
| Mr. James Erskine Scott,                | Mr. Francis Searle,             |
| Mr. John Campbell,                      | Mr. George Searle,              |
| Mr. Campbell Douglas,                   | Mr. James Somerville.           |
| Mr. William Beville, Secretary's Clerk. |                                 |
| Mr. Robert Holt, Schoolmaster.          |                                 |
| Mr. John Roy, Captains Clerk.           |                                 |

#### SURGEON'S MATES.

|                    |                  |
|--------------------|------------------|
| Mr. Robert Martin, | Mr. ——— Sproule. |
| Mr. John Pocock,   |                  |

Captain Cochrane has received a Letter from his nephew Lord Cochrane, who was a Lieutenant on board his Majesty's ship Queen Charlotte. Some time previous to her blowing up, he had been appointed to the Speedy brig; but she not being ready, he was put into the Genereux, Lord Nelson's prize, to carry her into port, so that he has escaped.

*For particulars of this shocking disaster, see page 299.*



It is a strange coincidence of public misfortunes, that the *Royal George* and *Queen Charlotte*, first rates of the British Navy, should have been lost under such circumstances of national calamity, viz. the one foundering with Admiral Kempenfelt at Spithead, and the other being blown up off the harbour of Leghorn, when nearly the whole crew of each ship perished.

Lord Keith's letter to the Admiralty bespeaks the anguish of mind of the noble and gallant Admiral for the loss of the *Queen Charlotte*, and the select crew of brave seamen (principally Scotch), who were zealously attached to the noble Admiral, and so unfortunately perished under his flag.

The sons of many distinguished families are reckoned among the victims of the explosion of the *Queen Charlotte*, as, from being the flag-ship, parents are anxious to place their sons under the eye of the Admiral. There was on board ten Lieutenants and twenty-four Midshipmen, besides youths to be brought forward; so that, including the Captain, Master, Surgeon, Chaplain, Mates, &c. there were in all between forty and fifty gentlemen on board.

The Lords of the Admiralty have given 150 guineas as a reward to the humane and intrepid exertions of some fishermen at Winterton, in Norfolk, who, at the risque of their lives, saved upwards of thirty of the crew of the *Mastiff* gun-vessel, wrecked near the Cockle Sands last January.

By letters from Amsterdam we are informed, that in that port they are constructing a machine which, in case of necessity, is to be sunk in the entrance of the Texel, in order to prevent the entrance of any hostile fleet into the Zuyderzee. This machine is so constructed, that it can be raised again with facility, whenever the danger is past.

*Extract of a Letter from Botany Bay, September 29, 1799.*

"We have not, for some little time past, derived much advantage from the shoals of fish of all kinds which abound on our coasts. Many of those who were employed in the fisheries have abandoned them for a more lucrative pursuit, and converted their vessels into privateers to cruise against the Spaniards in Peru. The project has been wonderfully successful; for the Spanish force, in that quarter is totally inadequate to the protection of so extensive a line of navigation.

"The mortality on board the *Hilsborough* transport, on her voyage from England, was very great; no less than ninety-six of the convicts having died during that period.

"The *Albion* store-ship, which lately arrived, made the quickest passage ever known from Europe. She performed the voyage in three months and eleven days."

It is a curious circumstance that herrings, which have for many ages disappeared from the coasts of Pomerania, have again returned thither. In the thirteenth and fourteenth centuries they were to be met with there exclusively; in the fifteenth they steered to the coasts of Denmark and Sweden, and afterwards came to England and Scotland.

Naturalists, says a Paris author, have observed, that the sea falls forty-four inches in the space of one hundred years on the coast of Sweden. This would prove, accordingly, that Sweden was not in existence two thousand years ago, or at least that its mountains were merely islands; and in this he supports the opinion of Tacitus. Sweden bears every symptom of a country newly emerged from the water—very little vegetation on a rock.

An American ship which has arrived at Greenock has brought American papers containing an account of a well-fought action between the American frigate the *Constellation*, Commodore Truxton, and a French fifty-four gun ship, on the 1st of February, off Guadaloupe. The action lasted five hours, when the fire of the French ship was silenced, and she sheered off. Had not the *Constellation's* main mast gone over her side, the enemy would, it is supposed, have been captured.



The *Atalante*, Captain GRIFFITHS; *Plover*, Captain GALWAY; and *Terrier* hired brig, Lieutenant DONOVAN; being employed to watch the four French frigates which have been in Dunkirk Bason about two years, observed the largest ship come out on the 26th ult. On her coming into the Roads, the following is a copy of the letter sent to the French Commodore immediately on his anchoring, but with the request in which he has not however complied.

"His Majesty's Sloop *Atalante*, off Dunkirk, March 26, 1800.

"I take the opportunity of a Newport fishing-boat, to send you my congratulations on your release from inactivity so long at Dunkirk, and to welcome your egress thence.

"The same boat affords me a prospect of communicating to you, that I have the honour to be charged with a little squadron (as per margin \*) for the purpose of watching the motions of yourself and consorts. Your force is reported to me to be forty-six guns. Relying on the acknowledged politeness of your national character, I have to hope that (as such a service becomes irksome amid the shoals which surround you) you will give us the chance of putting an end to it, by a meeting when you may feel disposed. In this wish I am most cordially joined by my associates Captain Galway and Lieutenant Donovan. On the honour of a British Officer I promise you, that should success attend you, you shall be at full liberty to take off all you shall conquer unmolested, and I expect from the same source an equal liberty, should success attend us. I am sure I need not point out, that common politeness requires you should give us an answer, and the same boat can bring it, my word being passed for a free return, either to her, or any other conveyance you may think proper.

"I have the honour to be, Sir,

"Your most obedient very humble servant,

"A. J. GRIFFITHS:

"To the Commodore commanding the French  
National Frigate in Dunkirk Roads."

The valuable store ship captured lately by Lord Nelson, on her passage to Malta, is unfortunately lost in Paul's Bay. Lieutenant Shean, second of the *Audacious*, having her in charge, Lord Keith has ordered to be tried by a Court Martial.

Lord Proby, late Commander of the *Danaë* frigate, is the son of Lord Carysfort, an Irish Peer.

Two thousand one hundred and twenty oak trees in Dean Forest are about to be cut down for the use of the Navy.

#### TORBAY, APRIL 24.

THIS day the Channel Fleet, consisting of the following ships, under the command of Sir Alan Gardner, sailed, viz.

Ville de Paris, Barfleur, Glory, London, Neptune, St. George, Temeraire, Windsor Castle, Ajax, Achilles, Cumberland, Canada, Captain, Centaur, Defence, Defiance, Elephant, Excellent, Hector, Impetueux, Marlborough, Ramlies, Resolution, Robust, Russel, Saturn, Superb, Terrible, Venerable, Warrior, Sheerness, Amelia, Sea Horse, Thames, and Havick.

And on Friday also sailed, the Inflexible, Stately, Wassenaar, Alkmaar, Charon, Expedition, Hebe, Pallas, Romulus, Sensible, Niger, Resource, and Vestal, with troops; the Commanders of which have sealed orders.

\* *Plover*, 18 six-pounders and 8 carronades (twelve-pounders), 121 men, Captain Edward Galway.

*Atalante*, 14 carronades (twenty-four pounders), 2 long six-pounders, 110 men, Captain Anselm John Griffiths.

*Terrier*, 14 four-pounders, 46 men, Lieutenant R. Donovan.

## PLYMOUTH REPORT,

FROM MARCH 23 TO APRIL 22.

*March 24.* Wind N. W. Fair. Sailed the Telemachus cutter and Sly lugger with a convoy. Arrived the Cynthia frigate from a cruise. The Albion, Lee, laden on Government account from London to this port with wheat, was captured the 16th inst off the Isle of Wight, by a French privateer of 14 guns, and carried into St. Maloes. Fifteen thousand stand of arms have been relanded from the Adventure armed sloop ship, and deposited in the gun-wharf: they were destined for the Chouans; but on finding they had made peace, neither stores, arms, or money, were suffered to be landed on the coast of France. Sailed the Chapman, 24 guns, to the eastward.

25. Wind E. S. E. Fair. Sailed the Eurydice, 24 guns, and Lady Charlotte, 14, on a cruise. Also the Fisgard, 48 guns, Cynthia 36, and Sea Gull 18; Brilliant frigate, with the Lisbon fleet for the Downs. Came in this morning the Danish brig Maria, from Morlaix for Corunna, with linen and paper, detained and sent in here by La Suffisante, 16 guns. The large ship the Juliana, Hanson, from Mogadore to Altona, with cotton, wool, &c. was yesterday sent off without breaking bulk, by order of the Privy Council (being suspected of infection, having a cargo similar to those sunk off Gravesend). The Viper cutter sailed with her, with positive orders to see her to her destined port, but not to have any communication with her on her passage. Sailed the Terpsichore, 32 guns, on a cruise.

26. Wind E. N. E. Fair. Arrived a cartel from Morlaix. She brought several passengers; amongst whom were Mr. Mills, Purser; Mr. Hendry, Surgeon; and Mr. Giles, Captain's Clerk; of his late Majesty's frigate Danaë, 24 guns, Captain Lord Proby. She was taken by a part of her crew, assisted by five French prisoners, captured the day before, who rose on the Officers, and took possession of her about ten P. M. March 15th instant. For particulars see page 293.

27. Wind S. E. Mild Rain. Letters from Falmouth state the arrival there in a leaky state, of the Agamemnon, 64 guns, having struck on the Penmark Rocks the 18th instant, near where the Repulse, 64 guns, was lost. She was escorted by the Clyde, 44 guns, Captain Cunningham. Arrived from a cruise, the Amelia, 44 guns, the Honourable Captain Herbert. Put back the Brilliant, 28 guns, the Honourable Captain Paget, with the Lisbon convoy. Sailed the Dictator troop ship, Capt. Hardy, for the Downs. Came in the Lady Nelson, with fruit, captured by a French privateer, and recaptured by the Childers, 16 guns, Captain Crawford.

28. Wind E. N. E. Fair. Orders came down to Admiral Sir A. Gardner's squadron, and all other ships, to get ready for sea immediately, to proceed off Brest to join Lord Bridport's fleet.

29. Wind N. E. Fair. Passed by to the eastward, the Kangaroo, 18 guns, Captain Brace, with a convoy. Arrived from off Brest, the Pompée, 84 guns. She left Lord Bridport and the fleet all well. Arrived the Beaulieu, 44 guns, Captain Skynner, from a cruise. Eleven British seamen, who were found in arms on board L'Heureux, when captured by the Phæbe, 36 guns, Captain Barlow, are now in irons; they pretend to be Americans. Provisions for eight thousand seamen are ordered round to Torbay with all possible dispatch. Arrived from a cruise, the Naiad, 38 guns, Captain G. Murray.

30. Wind N. E. Cloudy. Arrived La Shabuck French privateer, of 16 guns and 120 men, out of Bayonne only four days, prize to the Urania, 44 guns, Captain Towry. Also from a cruise off the Penmarks, the Fowey cutter, Lieutenant Derby, having carried away her bowsprit in a gale of wind. She left the Triton, 32 guns, Captain Gore, and Joseph cutter, cruising on that

station. They endeavoured to burn the remains of the *Repulse*, 64 guns, but could not get near enough, on account of a battery which was brought to bear on our ships, and also a strong lee current, which set in at the rate of ten knots an hour. Went into Cawsand Bay, the *Terrible*, 74 guns, Captain Sotheby, and *La Loire*, 48, Captain Newman.

31. Wind S. E. Rain. Last night a heavy firing was heard in the south-west quarter. This morning it proved to be the *Agamemnon*, 64 guns, firing for assistance, at ten o'clock off the Penlee Point, till she got to her moorings in Hamoaze, being so leaky she could scarcely be kept above water. She got up about eleven o'clock, and was immediately lashed to a sheer hulk.

*April 1.* Wind S. E. Fair. Arrived the *George* cutter, of 12 four-pounders and 45 men. She fell in with, off the *Gaskets*, on Saturday last, a French lugger, of 18 six-pounders, and full of men, which she gallantly brought to action, and engaged with great spirit upwards of an hour, although the lugger attempted to run the *George* on board, in which she failed. She made off, and left the *George* a mere wreck. The *George* had two killed and four wounded. Sailed for Torbay, *La Loire*, 48 guns, with stores for the fleet; also to join Lord Bridport's fleet, the *St. George*, 98 guns, *Formidable*, 98, and *Bellona*, 74; and on a cruise, the *Beaulieu*, 44 guns.

2. Wind W. S. W. Cloudy. Arrived the *Hind* revenue cutter, Lieutenant Bray, from a cruise. Sailed for the Downs, with a convoy, the *Rattler* cutter. Arrived the *Trompeuse*, 18 guns, Captain Robinson, and *Swift* cutter, from a cruise.

3. Wind S. W. Rain. Arrived the *Nereide*, 36 guns, Captain Watkins, from a cruise. Letters from *Le Tigre*, 84 guns, state, that owing to the intrepidity of the marines and seamen, the fort of *El Arisch* surrendered much sooner than it would else, as the Turkish army were totally ignorant of the European method of attacking fortresses, and had actually opened their first parallel, strange as it may appear, out of reach of the fort five gun shots.

4. Wind S. W. Rain. Sailed with sealed orders, the *Cambrian*, 44 guns, the Honourable Captain Legge. Arrived the *Richard*, from Cork, with provisions; also the *Voltigeur*, 18 guns, Captain Shortland, with seamen from Liverpool. Sailed on a cruise off the Isle of Bas, the *Spitfire*, 24 guns, Captain Seymour.

5. Wind S. W. Rain. Arrived from off the Penmarks, the *Suwarrow* armed schooner, Lieutenant Nicholson. She chased a French privateer, of 16 guns, several hours, but lost her in the night. Sailed with dispatches for Lord Bridport, the *Fowey* cutter, Lieutenant Derby. Sailed the *Cerberus*, 32 guns, Captain M'Namara, on a cruise. Arrived from a cruise, the *Plymouth* lugger, *Swan* and *Ranger* cutters. The former has captured two smugglers with tobacco and spirits.

6. Wind S. E. Rain. Arrived the *Minerva* American letter of marque of 16 guns and 60 men, taken by the *Mars* French privateer, of 18 guns and 120 men, after a smart action. She was retaken the next day by the *Fisgard*, 48 guns, Captain T. B. Martin, and sent in here; her cargo is valued at 100,000*l.* She was bound from London to Boston on consignment. Also arrived the above privateer the *Mars*, taken after a long chase by the *Amethyst* frigate.

7. Wind S. W. Fair. No arrivals.

8. Wind S. W. Fair. Passed up for Torbay, Lord Bridport's fleet, thirty sail of the line, to victual and refit. Came into Cawsand Bay, the *St. George*, 98 guns, *Bellona* 74, and *Dragon* 74. Sailed with dispatches for the Straits, the *Childers*, 16 guns, Captain Crawford.

9. Wind S. W. Fair. Arrived from Teneriffe, with wine for the fleet, the *Engenzindhelf*.

10. Wind W. Rain. No arrivals. Orders came down for 1400 French prisoners to march to Portsmouth and Bristol, part to go by sea, and part to march by land.



11. Wind S. W. Rain. Arrived from Torbay, La Loire, 48 guns, Captain Newman. She left the fleet all well last night.

12. Wind S. W. Rain, Blows Hard. Arrived from Brest a cartel, which was to have brought over Lord Proby and his Officers; but as there were troops embarking on board the men of war, she was boarded by the guard-boat without being permitted to enter the harbour of Brest. It was understood that Lord Proby and his Master had recovered of their wounds, and both they and the Officers of the Danae were treated with great politeness and attention. Three hundred and fifty French prisoners embarked this morning for Portsmouth.

13. Wind S. W. Blows a Gale of Wind. Arrived the Amethyst, 36 guns, Captain Cooke, and Railleux, 18 guns, Captain Turquand, from a cruise. Sailed for Cork, the Galatea, 36 guns, Captain G. Byng, and La Bourdelois, 24, Captain Manby. On account of the gale of wind, all the men of war in the Sound and Cawsand Bay struck yards and topmasts.

14. Wind S. W. Hard Rain, Blows a Gale of Wind. Several guns of distress were fired from one of the frigates in the Sound, from two till four this morning. It appeared that she had drove; but getting out her best bower anchor, she brought up in safety.

15. Wind N. W. Fair. Arrived the St. Sebastian, from St. Andero to Altona, detained and sent in by the Triton and Stag frigates. Sailed for Portsmouth, the Formidable 98 guns, and for Torbay, the St. George 98, to join Lord Bridport's fleet. Sailed on a cruise, the Suffisante, 18 guns, Captain Whitman.

16. Wind S. W. Blows Hard. The owners and underwriters of the Minerva American ship, from London to Boston, of 16 guns, with a valuable cargo, taken by the Mars French privateer, of 18 guns, after a smart action, and retaken by the Fisgard, 48 guns, Captain T. B. Martin, have offered one-eighth salvage on 60,000*l.* for ship and cargo, which will be accepted.

17. Wind S. W. Rain.

18. Wind S. W. Fair and Mild. Sailed for Torbay, the Cæsar, 84 guns, Captain Sir J. Saumarez, Bart. and La Loire, 48, Captain Newman, with one hundred and fifty French prisoners for Portsmouth.

19. Wind S. Cloudy. Arrived from a cruise, the Triton, 32 guns, Captain Gore. Marched off for Stapleton, four hundred and fifty prisoners of war, under a strong escort. Arrived the A. B. C. American from Bourdeaux. She fell in with and was plundered in the Channel by a French privateer of 14 guns; in two hours after she was boarded by the Spitfire, 24 guns, Captain Seymour, and left her in chase of the privateer, and firing at her, before the A. B. C. was out of sight.

20. Wind S. W. Rain. Blows Hard. Arrived the Spitfire, 24 guns, Captain Seymour, with a fine brig privateer, her prize, taken after a long chase, called L'Heureuse Societé, of 14 guns and 75 men, out four days, and had not made any captures. She was taken in sight of the Telegraph, of 18 guns, Lieutenant Corsellis. Sailed for Torbay, the Royal Sovereign, 110 guns, Admiral Sir A. Gardner, Bart. Captain Bedford; also the Marlborough, 74 guns, and Magnificent, 74, to join the Channel fleet.

21. Wind S. W. Rain. Arrived the Caroline of Jersey, with brandy and wine for Quebec, taken by a French privateer, Le Diable Quatre, of 14 guns, and retaken by the Nymph, 36 guns, Captain Frazer.

22. Wind S. W. Fair. Sailed the Santa Margaritta, 36 guns, with one hundred and fifty French prisoners. Arrived the Catharine and Anna, from Batavia to Hamburg, with coffee, detained in latitude 30 degrees the 10th instant, by the Anson, 44 guns, Captain Durham; at which period the Anson and the outward bound East India fleet were all well.



## PORTSMOUTH REPORT,

FROM MARCH 24 TO APRIL 26.

*March 24.* Arrived the Grand Falconer, Lieutenant Chilcott, with dispatches from Marcou. Also the Dictator, Roebuck, and Trusty, with the 54th regiment, from Ireland, which landed at the Block House.

25. Arrived the Brilliant, Honourable Captain Paget, with a convoy from Gibraltar and Lisbon.

26. Arrived the Delft, Captain Redmill; Europa, Captain Stevenson; and Brakel, Captain Walker, with the 13th regiment, from Ireland; Fairy, Captain Curry, with a convoy from Guernsey; Hazard, Captain Butterfield, with a convoy from Ireland, which sailed the next morning with them for the Downs; Chapman Captain Keen, with a convoy from Plymouth; and Sheerness, Captain Carden, with a convoy from the Downs; also the Champion cutter, with an Officer from the Chouan army.

27. Sailed the Concorde, Captain Barton, for Cork, from whence she will proceed with a convoy for Newfoundland.

31. The Elephant, of 74 guns, Rear-Admiral Sir R. Bickerton, went to St. Helens, and sailed to join the Channel fleet.

*April 1.* Arrived the Sophie, Captain Burdett, from a cruise. Sailed the Warrior, Captain Tyler, to join the Channel fleet.

2. Arrived the Bellerophon, of 74 guns, Captain Darby, from the Mediterranean. She remained under quarantine three days, when she was cleared. Also the Alcmena, Captain Digby, from Lisbon.

3. Arrived the Diadem, Captain Sir Thomas Livingstone, in twenty-eight hours from Cork. The Venus, Captain Graves, and Europa, a Russian ship, are come into the harbour to be refitted. The Mars, of 74 guns, Hon. Rear-Admiral Berkeley, went down to St. Helens, and will sail from thence immediately the wind permits.

4. Arrived the Dutchess of York cutter, Lieutenant Lundy, from a cruise off Havre. She has brought in with her the Alexander brig, from Lisbon for Altona, laden with fruit, &c going into Havre. Sailed the Sensible. Niger, Resource, and Sheerness, with the first and second battalions of the 5th regiment on board. The Commanders of the ships have sealed orders, which are not to be opened until they come to a certain latitude.

5. Arrived the Rowcliffe, Lieutenant Donovan, with the Russian Commander in Chief, from Guernsey. Sailed the Beaver, Captain Jones, on a cruise; and the Grand Falconer, Lieutenant Chilcott, with dispatches for Captain Price at Marcou. Captain Granger, of the Navy, and Lieutenant Tudor Tucker, were taken out of the Regulus, of London, from the Cape of Good Hope, the 20th of March, in lat 40 N. long. 16 W. by the Bellerophon. The former had dispatches from Admiral Sir Roger Curtis; the latter from Sir George Yonge, Governor of the Cape. He brings dispatches respecting peace being made with the Caffres.

7. Arrived his Majesty's ship Juste, of 84 guns, Captain Sir Henry Trollope, from the Channel fleet, to refit; and the Alligator packet, with dispatches from the East Indies.

8. The Namur, of 98 guns, Captain Luke, went down to St. Helens, where she now remains, with the Mars, the Hon. Admiral Berkeley, waiting for a fair wind. Sailed the Rowcliffe, Lieutenant Donovan, for Cowes, to take troops from thence to Guernsey.

9. Arrived the Active, with a large convoy from the Downs; among which were a number of ships bound to the West Indies. Oporto. and the Mediterranean. Sailed the Roebuck Captain Buchanan, with a convoy for the Downs.

10. Arrived the Renown, of 74 guns, Rear-Admiral Sir J. B. Warren, from Lord Bridport's fleet.

11. The Haarlem, Captain Burlington, and Maidstone, Captain Donnelly, went out of the harbour to Spithead.

12. Arrived the *Beaver*, Captain Jones, from Torbay; and *Ant*, Lieutenant Alt, and *Advice*, Lieutenant Heard, from a cruise. His Majesty's ships *Trusty* and *Fairy* came into the harbour to refit.

14. Arrived the *Champion* cutter from Marcou.

15. This day Rear-Admiral Sir John Borlase Warren struck his flag, when he set off for London, on leave of absence, until his ship is refitted. That excellent Officer is to be employed either on the Lisbon or Mediterranean station.

16. Sailed the *Cynthia*, Captain Malbon, on a cruise. His Majesty's ship *Bellerophon*, of 74 guns, Captain Darby, lately returned from the Mediterranean, is come into the harbour to be paid off. This ship was particularly engaged with Lord Nelson at the battle of the Nile.

19. Arrived *La Loire*, of 48 guns, Captain Newman, from a cruise. The *Topaze* sailed for the station off Havre, to relieve the *Castor*.

23. Sailed his Majesty's ship *Mars*, of 74 guns, Hon. Admiral Berkeley, to join the Channel fleet. The *Namur*, of 90 guns, Captain Luke, came to Spithead from St. Helens, to take on board the baggage, &c. belonging to Earl St. Vincent.

24. Arrived his Majesty's ship *Santa Margaritta*, Captain Parker; *Inconstant*, Captain Ayscough; and *Magicienne*, Captain Ogilby, with a large convoy from the Downs, among which are the *Queen*, *Upton Castle*, and *Kent*, *East Indiamen*, and the *Royal Admiral*, with convicts for Botany Bay.

25. Arrived the *Union Cutter*, Lieutenant Rowed, and the next day sailed again on a cruise.

26. Arrived the *Beaver*, Captain Jones, from a cruise; and the *Castor*, Captain Leveson Gower, from a cruise off Havre de Grace. Sailed his Majesty's ship *Severn*, Captain Whitby, and *Scorpion*, Captain Tinling, with a large convoy for the West Indies: the *Amazon*, Captain Riou, is to go with them to a certain latitude.

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### Promotions and Appointments.

*April 24.* THIS day Admiral Earl St. Vincent received his commission appointing him Commander in Chief of the Channel fleet, in the room of Lord Bridport, who has resigned on account of ill health. The following day his Lordship hoisted his flag on board the *Namur*, for the present; but the *Ville de Paris* will be his flag ship.

Admiral Dickson has hoisted his flag on board the *Monarch*, and is appointed to the command of the North Sea fleet, in the room of Admiral Lord Duncan, who resigns through ill health.

Vice Admiral Sir William Parker, Bart. has hoisted his flag (white) on board the *America*, of 64 guns, Captain Bingham, at Blackstake, and is appointed to succeed the late Admiral Van deput on the Halifax station.

Admiral Lord Keith has now the chief command in the Mediterranean, and for the present has his flag flying on board the *Audacious*, of 74 guns.

Orders are sent to the Mediterranean for Commodore Troubridge's immediate return to England, in consequence of his being appointed Captain of the Channel fleet, in the room of Rear-Admiral Pole, who is to command on the Newfoundland station.

Lord Bridport struck his flag on the 24th, previous to which he made the following promotions:—

Captains West and Larmour, Commanders, Post; Lieutenants Digby and Carter, of the *Royal George*, Commanders; Lieutenant Hillier, of the *Excellent*, also a Commander, and appointed to the *Niger*; and four Midshipmen, of the *Royal George*, to be Lieutenants.

Captain Charles Hubert is appointed to the *Wilhelmina*, of 30 guns, fitting for a troop ship at Woolwich.

Captain Dickson is removed from the command of the *Lion*, of 64 guns, to that of the *Genereux*; and Lord William Stuart is appointed to succeed him in the *Lion*.

Captain Brenton is promoted to the rank of Post Captain.

Lucius Hardyman, Esq. late First Lieutenant of the *Sybil*, is made a Post Captain, and commands *La Forte*.

E. J. Canes, Esq. is appointed Captain of the *Tigre*, under Commodore Sir Sidney Smith.

H. Bazely, Esq. Commander of the *Harpy*, is promoted to the rank of Post Captain.

Captain William Birchall, late of the *Hebe* troop ship, is appointed to the *Harpy* sloop of war.

Captain Brace of the *Kangaroo* is made Post.

Mr. J. Richards, acting Purser in the *Megara*, is confirmed in the *Kangaroo* sloop of war.

Lieutenant P. C. Handfield is appointed Third Lieutenant of the *Melampus*, vice Lieutenant C. W. Ellison; Lieutenant W. De Busk, from the *Goliath*, Second, vice Lieutenant John Price; and Lieutenant Edward Moore, First, vice Lieutenant H. Martin, made Master and Commander. Mr. Winter made Purser, vice Mr. Jones, appointed to the *Elephant*; and Messrs. Hannan and Sangster, Lieutenants.

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Earl SPENCER, it is with pleasure we are informed, pays the greatest attention to the MARINE CORPS. His Lordship has allowed two additional Field Officers of the Marine Forces to go out on the retirement. In consequence of this laudable arrangement, Lieutenant-Colonel Trollope, who was the Senior Officer in Lord Duncan's action on the 11th of October, and Lieutenant-Colonel Strickland, who commanded, with so much honour to himself and effective service to the cause, eight hundred marines, when the King of Naples was happily restored to his diadem and dominions, have retired.

#### MARRIAGES.

Captain Parkinson, of the Royal Navy, to Miss Clarke, of Uckfield, Sussex, only daughter of the late Reverend Edward Clarke.

The 17th of February, at Gibraltar, B. Hallowell, Esq. Captain of his Majesty's ship *Swiftsure*, to Miss Inglefield, daughter of J. N. Inglefield, Esq. Commissioner of his Majesty's Navy at that port.

Lately Lieutenant George Norton, of the Royal Navy, to Miss E. Butcher, of Park Hatch, Surry.

#### OBITUARY.

On the 5th instant. Thomas Butler, Esq. of the Dock-Yard, Portsmouth.

Mr. Bruce, Boatswain of the *Arundel*, as he was returning from his ship to the Hospital.

At Portsmouth. Mr. Henry Phillips, Carpenter of the *Ganges*, who accidentally fell from the ship, and was unfortunately drowned; his body was found the following morning between two ships opposite the Common Hard. An inquest was held on the body, and the jury returned a verdict of accidental death.

The corpse of Mr. Leddy, Surgeon's Mate of the *Cormorant*, who was drowned on Christmas Eve, at Portsmouth, was found in the harbour on the 10th instant. An inquest was held on the body, by Stephen Barney, Esq. Coroner for that Borough, and a verdict of accidental death returned.

Lately, at Halifax, in America, universally lamented, Admiral GEORGE VANDEPUT, Esq. Commander in Chief on that station. This late worthy Officer we find serving as a Midshipman on board the *Neptune*, at the siege of Quebec under the late Sir C. Saunders; and was appointed a Lieutenant in the Navy on the 24th of September 1759. After the peace he was sent out to Senegal as Commander of a guard vessel stationed there; from whence having returned to England, he was promoted to be a Commander on April 17, 1764; as he farther was on the 20th of June, 1765, to the rank of Post Captain, and appointed to the *Surprise*, of 20 guns. How long he remained in this vessel does not appear; but in 1767, we find him appointed to the *Carysfort*, of 28 guns, a new frigate then just launched. He was not long afterwards ordered to the Mediterranean, where he continued during the usually allotted period of three years.

After his return to England he was appointed, in 1770, to the *Solebay*, of 32 guns, a frigate employed, during the three ensuing years, as a cruiser on the



home station. Quitting the ship just mentioned in 1773, he was in the ensuing year appointed to the *Asia*, of 64 guns, in which ship he was afterwards ordered to North America. He continued there during the customary period of three years \* and the *Asia* having returned to Europe at the commencement of the year 1777, was ordered into dock for refitment and necessary repair. During this period, however, Captain Vandeput does not appear to have quitted his command; but as soon as the ship came out of dock was ordered to the East Indies, whither he proceeded, and continued some years without encountering or meeting with any occurrence worthy our notice.

He returned to England with a fleet of East India ships under his convoy at the commencement of the year 1781; and after continuing for a short time unemployed, was, at the beginning of the ensuing year, appointed to the *Atlas*, a second rate of 98 guns, then newly launched. As soon as his ship was fit for sea, he was ordered to join the main or Channel fleet, which, in the month of September, proceeded to the relief of Gibraltar. In the skirmish which took place with the combined fleets of France and Spain on the 20th of October and at which Captain Vandeput was, of course, present, the *Atlas* had two men killed, and three wounded. He quitted this command immediately on the return of the fleet into port, and peace following almost instantaneously, was appointed to the *William and Mary* yacht. He removed from this vessel, at the commencement of the ensuing summer, into the *Princess Augusta*, a vessel of the same description, and proceeded not long afterwards to the Elbe, for the purpose of conveying thither his Royal Highness Prince Edward, fourth son to his present Majesty.

Captain Vandeput continued to retain the command last-mentioned, till he was advanced to the rank of a flag Officer, a promotion which took place on the 1st of February, 1793; in consequence of which he became Rear Admiral of the Blue. Some time after this, he hoisted his flag on board the *Saturn*, of 74 guns. On the 12th of April 1794, he was farther advanced to be Rear-Admiral of the Red; as he was, moreover, on the 4th of July following, to be Vice of the Blue. In the month of May 1795, he hoisted his flag on board the *Jupiter*, of 50 guns, being appointed to command a squadron, or division in the armament which the irruption of the French into Holland, rendered it indispensably necessary to keep stationed in the North Sea. On the 1st of June he was advanced to be Vice-Admiral of the White; and having in the interim removed his flag into the *Leopard*, a ship of the same force with the *Jupiter*, continued on the northern station during the remainder of the year. Some time after this he hoisted his flag on board the *Resolution*, of 74 guns, and proceeded to Halifax, in Nova Scotia, being invested with the North American command. In 1799, he was advanced to be Admiral of the Blue, and afterwards removed his flag to the *Asia*, of 64 guns, Captain R. Murray, and continued on the Halifax station, which he filled with diligence, as well as ability, till death struck his flag.

The late Admiral was a son of Sir George Vandeput, who many years ago was engaged in the memorable contest for the representation of Westminster—a contest by which his large fortune was considerably impaired. The Admiral was a plain, unaffected, manly character, who was well acquainted with his profession, and who also was a judicious critic in the arts. He was a great admirer of pictures, and particularly those on nautical subjects. In private life he was esteemed for good sense, intelligence, and moral worth.

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\* During the time this ship was stationed off New York, it very narrowly escaped, through the sagacity of Captain Vandeput himself, being blown up, in consequence of an insidious, though, it must be owned, very ingenious American contrivance.

A quantity of gunpowder was put on board a small vessel, which is said to have purposely thrown herself in the way of one of the *Asia*'s tenders. In one of the barrels was an alarm, or piece of clock-work, which being wound up, previous to its being put into the barrel, would go off at a distant period, and by means of a musket-lock attached to it, firing the gunpowder which surrounded it, would, on being taken into the magazine of the *Asia*, have set fire to the whole store, and thereby blown up the vessel. The whole scheme was, however, happily frustrated by the prudence of Captain Vandeput, and the terrors of one of the American prisoners who was on board, and in the secret. In 1775 a serious dispute arose between him and the Mayor of New York, relative to the removal of the cannon from the batteries of the town. It had been preceded by an attempt on the part of the inhabitants, which produced a cannonade from the *Asia*, and caused a return, in consequence of which the *Asia* had one man killed.



# APPENDIX.

## CHRONOLOGICAL LIST

OF THE

Royal Navy of Great Britain,

At the Commencement of the Year 1800.

Arranged according to the Years in which the Ships were built: with their DIMENSIONS; and the NAMES of the several COMMANDERS appointed to them, from the Beginning of the PRESENT WAR\*.

### No. I.

1694.

**WILLIAM AND MARY YACHT**, 8 Guns. Built at Portsmouth. Length of gun-deck, 76 feet, 9 inches; of keel, 62 feet, 10 inches and a quarter. Breadth, 22 feet, 8 inches. Depth in hold, 10 feet, 1 inch. Tons, 172. *At Deptford, repairing.*

1702.

**MEDINA YACHT**, 10 Guns. Built at Portsmouth. Length of gun-deck, 52 feet, 10 inches; of keel, 42 feet, 10 inches. Breadth, 17 feet. Depth in hold, 8 feet, 6 inches and a quarter. Tons, 66. *At the Isle of Wight.* J. Moore.

1710.

**PRINCESS AUGUSTA YACHT**, 8 Guns. Built at Deptford. Length of gun-deck, 80 feet, 6 inches; of keel, 64 feet, 11 inches and three eighths. Breadth, 23 feet, 1 inch and a quarter. Depth in hold, 10 feet, 11 inches. Tons, 183. *At Deptford.* W. Browell.

1719.

**ROYAL WILLIAM**, 84 Guns. Built at Portsmouth; and reduced to a Second Rate in 1757. Length of gun-deck, 175 feet, 4 inches; of keel, 142 feet, 7 inches. Breadth, 50 feet, 3 inches and a half. Depth in hold, 20 feet, 1 inch. Tons, 1918. *Guardship at Portsmouth.* Admiral M. Milbank. Captain F. Pickmore.

1720.

**CATHARINE YACHT**. Built at Deptford. Length of gun-deck, 79 feet, 1 inch; of keel, 62 feet, 3 inches and five eighths. Breadth, 22 feet, 4 inches and seven eighths. Depth in hold, 11 feet, 2 inches. Tons, 166. *At Blackwall.*

1727.

**MARY YACHT**, 10 Guns. Built at Deptford. Length of gun-deck, 76 feet, 9 inches; of keel, 61 feet, 6 inches. Breadth, 23 feet, four inches. Depth in hold, 9 feet, 8 inches. Tons, 164. *At Deptford.*

1742.

**PORTSMOUTH YACHT**, 8 Guns. Length of gun-deck, 59 feet, 6 inches; of keel, 48 feet, 5 inches. Breadth, 19 feet. Depth in hold, 8 feet, 6 inches. Tons, 83. *At Portsmouth.*

1745.

**YARMOUTH**, 64 Guns. Built at Deptford. Length of gun-deck, 160 feet; of keel, 130 feet, 6 inches and a quarter. Breadth, 44 feet, 3 inches. Depth in hold, 19 feet. Tons, 1359. *At Plymouth, as a Receiving Ship.*

1749.

**ROYAL CHARLOTTE YACHT**, 10 Guns. Built at Deptford. Length of gun-deck, 90 feet, 1 inch; of keel, 75 feet, 2 inches and a half. Breadth, 24 feet, 7 inches. Depth in hold, 11 feet. Tons, 232. *At Deptford.*

1750.

**CAMBRIDGE**, 80 Guns. Built at Deptford. Length of gun-deck, 166 feet; of keel, 137 feet, 6 inches. Breadth, 47 feet. Depth in hold, 20 feet. Tons, 1615. *Guard Ship at Plymouth.* Vice-Admiral Sir Thomas Paine, Bart. Captain John Wickey.

1753.

**CHICHESTER**, 74 Guns. Built at Portsmouth. Length of gun-deck, 160 feet; of keel, 131 feet, 6 inches and a half. Breadth, 44 feet, 9 inches. Depth in hold, 19 feet, 6 inches. Tons, 1401. *Serving as a Receiving Ship at Plymouth.*

**HERO**, 74 guns. Built at Plymouth, 1759. Length of gun-deck, 166 feet, 6 inches; of keel, 135 feet, 10 inches and three quarters. Breadth, 46 feet, 9 inches. Depth in hold, 19 feet, 9 inches. Tons, 1574. *Serving in the River Mersey as a Prison Ship.* Lieutenant J. Thomson (1).

**DORSET YACHT**, 10 Guns. Built at Deptford. Length of gun-deck, 78 feet; of keel, 64 feet, 10 inches and a half. Breadth, 21 feet, 11 inches. Depth in hold, 10 feet, 10 inches. Tons, 154. *This Yacht undergoes a thorough repair at Plymouth every three years, being the nearest dock yard to Dublin, where she is stationed, and*

\* We shall consider ourselves much obliged to those of our Readers who will take the trouble of pointing out any erroneous dates, or inaccuracies, they may perceive in the following list, as our great wish is to be correct.

# CHRONOLOGICAL LIST OF THE ROYAL NAVY.

*belongs to the Lord Lieutenant of Ireland. She is beautifully ornamented about the board; and even her stern is the work of a green field, with much elegant carved work and painting. Sir A. Schomberg, Knt. Has been refitted the last year, and is just returned to Dublin.*

1755.

**PLYMOUTH YACHT**, 8 Guns. Built at Plymouth. Length of gun-deck, 64 feet, 6 inches; of keel, 52 feet, 6 inches. Breadth, 17 feet, 10 inches. Depth in hold, 10 feet. Tons, 88. *At Plymouth.*

1756.

**NAMUR**, 90 Guns. Built at Chatham. Length of gun-deck, 112 feet, 11 inches and a half; of keel 114 feet, 4 inches. Breadth, 48 feet, 7 inches and a half. Depth in hold, 20 feet, 6 inches. Tons, 1812. Captain J. H. Welford was appointed to her in April 1795, and continued to command her till September 1797. In March 1798 Captain T. Sotheby, and in November 1798 Captain Luke was appointed to her. *Channel.*

**UNION**, 90 Guns. Built at Chatham. Length of gun-deck, 171 feet, 2 inches; of keel, 121 feet, 5 inches. Breadth, 48 feet, 8 inches. Depth in hold, 20 feet, 6 inches. Tons, 1781. *Serving as an Hospital Ship at Sheerness.* Lieutenant W. Quarrie.

**MEDWAY**, 60 Guns. Built at Deptford. Length of gun-deck, 119 feet, 4 inches; of keel, 123 feet, and half an inch. Breadth, 44 feet, 10 inches. Depth in hold, 18 feet, 6 inches. Tons, 1204. *Serving as a Receiving Ship at Plymouth.*

1757.

**SOUTHAMPTON**, 37 Guns. Built on the River Thames. Length of gun-deck, 124 feet, 4 inches. Breadth, 35 feet. Depth in hold, 12 feet, 1 inch. Tons, 671. Commanded by the Hon. Captain R. Forbes at the beginning of the war, and in April 1795 by Captain E. O'Brien. In September of the same year by Captain W. Shielan. In December 1795 Captain J. Macnamara was appointed to her; and in November 1798, Captain John Harvey, who at present commands her in the *West Indies.*

**LIZARD**, 28 Guns. Built on the River Thames. Length of gun-deck, 118 feet, 8 inches and a half; of keel, 97 feet, 2 inches and three quarters. Breadth, 33 feet, 11 inches. Depth in hold, 10 feet, 6 inches. Tons, 595. Commanded by T. William, in June 1793. In January 1797, Captain I. Buller; and in April 1798, Captain J. Macfarlane was appointed to her. *At Stangate Creek, as an Hospital Ship.*

1758.

**WARSPITE**, 74 Guns. Built on the River Thames. Length of gun-deck, 165 feet, 9 inches and a half; of keel, 114 feet, 11 inches and a quarter. Breadth, 46 feet, 11 inches. Depth in hold, 19 feet, 9 inches, and a half. Tons, 1580. *At Portsmouth; Receiving Ship.*

**RIPPON**, 60 Guns. Built at Woolwich. Length of gun-deck, 155 feet, 5 inches; of keel, 128 feet. Breadth, 42 feet, 6 inches. Depth in hold, 18 feet, 7 inches. Tons, 1229. *Plymouth. Receiving Ship.*

**CHATHAM**, 50 Guns. Built at Portsmouth. Length of gun-deck, 140 feet; of keel, 112 feet, 2 inches. Breadth, 40 feet, 3 inches. Depth in hold, 17 feet, 8 inches. Tons, 1052. *Serving as an Hospital Ship at Falmouth.* Lieutenant Hill commands her.

**AEOLUS**, 32 Guns. Built on the River Thames. Length of gun-deck, 125 feet, 5 inches and a half; of keel, 103 feet, 6 inches and five eighths. Breadth, 35 feet, 9 inches. Depth in hold, 12 feet. Tons, 704. *Receiving Ship at Sheerness.*

**ALARM**, 31 Guns. Built at Harwich. Length of gun-deck, 125 feet; of keel, 103 feet, 4 inches. Breadth, 35 feet, 3 inches. Depth in hold, 12 feet. Tons, 683. The first of his Majesty's Ships on which coppering was tried. Was commanded in the beginning of the war by L. Robertson, Esq. In October 1794, Captain J. Carpenter was appointed to her. In December 1797, Captain G. Vaughan. In March 1796, Captain D. M'Jue; and in May 1798, Captain E. Fellowes was given the command of her. In October 1793, Captain R. Rhodes, her present Captain. *At Jamaica.*

**VENUS**, 32 Guns. Built at Liverpool. Length of gun-deck, 126 feet, 4 inches and a half; of keel, 106 feet, 3 inches. Breadth, 35 feet, 5 inches. Depth in hold, 11 feet, 11 inches. Tons, 722. Commanded in 1793, by Captain J. Faulkner. In June 1794, by Captain W. Brown. February 1795, by Captain L. W. Halford. December 1795, by Captain T. Graves (2), who still continues to command her. *Channel.*

1759.

**SANDWICH**, 68 Guns. Built at Chatham. Length of gun-deck, 176 feet, 1 inch; of keel, 145 feet, 8 inches. Breadth, 49 feet, 1 inch and a half. Depth in hold, 20 feet, 11 inches and a half. Tons, 1859. Commanded in 1794, by Captain J. R. Mordaunt, with three Admiral's flags. In 1795, Vice Admiral C. Buckner's flag. In 1798, being fitted for a Iron Ship, Lieutenant Heacock was appointed to her. In June, Captain B. Douglas, her present commander. *At Chatham.*

**FAME**, 74 Guns. Built on the River Thames. Length of gun-deck, 161 feet, 6 inches; of keel, 125 feet, 8 inches. Breadth, 46 feet, 7 inches. Depth in hold, 19 feet, 10 inches and a half. Tons, 1560. In December 1795, Captain T. Taylor was appointed to her; and in February 1798, she was fitted for a Iron Ship at Portsmouth, and Lieutenant J. Wetherstone appointed to her, who still retains the command.

**VALIANT**, 74 Guns. Built at Chatham. Length of gun-deck, 171 feet, 2 inches and three quarters; of keel, 139 feet. Breadth, 48 feet, 4 inches. Depth in hold, 21 feet, 2 inches and three quarters. Tons, 1709. In 1793, Captain T. Pringle commanded her. In August 1794, Captain C. Parker. In July 1795, Captain J. Larcon. In September, Captain E. Harvey; and in July 1797, Captain E. Crawley. *She is now at Stangate Creek for a Repair.*

**NIGER**, 32 Guns. Built at Sheerness. Length of gun-deck, 125 feet. Breadth 35 feet, 2 inches. Depth in hold, 12 feet. Tons, 679. Commanded by K. Morrison, Esq. in the beginning of the war, who was succeeded by the Hon. A. Kaye Legge. Afterwards in October 1795, Captain E. J. Foote was appointed to her. In October 1797, Captain E. Griffith; and in March 1798, Captain M. H. Scott. In July 1799, Captain T. Larnour, her present commander. *At Portsmouth. Receiving Ship.*

1760.

**BELLONA**, 74 Guns. Built at Chatham. Length of gun-deck, 168 feet; of keel, 128 feet. Breadth, 46 feet, 11 inches. Depth in hold, 19 feet, 9 inches. Tons, 1645. In 1793, G. Wilkes, Esq. was appointed to her, and continued to command her till February 1799, when Captain Sir T. B. Thompson succeeded him, and still commands her. *Channel.*

1761.

**BLENNHEIM**, 90 Guns. Built at Woolwich. Length of gun-deck, 176 feet, 1 inch; of keel, 142 feet, 7 inches. Breadth, 43 feet, 1 inch. Depth in hold, 21 feet. Tons, 1827. In October 1794, Captain C. H. E. Calmady was appointed to her. In February 1795, Captain J. Bazely (1). In August, Captain T. L. Frederick. In May

# CHRONOLOGICAL LIST OF THE ROYAL NAVY.

1797, Captain E. Williams, at which time Rear Admiral Sir W. P. Barr, Bart. had his flag on board her; and in September and October, when Capt. W. Boscawen had the command of her. In November, 1797, Captain A. Philip had her. In February 1798, Captain R. Campbell was appointed to her, and Rear Admiral T. L. Frederick hoisted his flag on board his old ship. *She is at present repairing at Chatham.*

**ARROGANT**, 74 Guns. Built at Harwich. Length of gun-deck, 158 feet, 3 inches; of keel, 128 feet. Breadth, 47 feet, 4 inches. Depth in hold, 19 feet, 9 inches. Tons, 1644. Was commanded in 1794 by Captain J. H. Whitfield. In April 1795, by Captain R. Lucas. In March 1796, by Captain E. Paucot. In June, by Captain E. O. Gaborne, who still commands her. *In the East Indies.*

**RAINBOW**, 44 Guns. Built on the River Thames. Length of gun-deck, 113 feet, 3 inches; of keel, 108 feet, 9 inches and one eighth. Breadth, 37 feet, 10 inches and three quarters. Depth in hold, 16 feet. Tons, 837. *At Woolwich, as a Receiving Ship.*

1762.

**BRITANNIA**, 100 Guns. Built at Portsmouth. Length of gun-deck, 179 feet; of keel, 147 feet 2 inches. Breadth, 52 feet, and half an inch. Depth in hold, 21 feet, 6 inches. Tons, 1691. In the beginning of the present war, Vice Admiral Hotham had his flag on board her, and Captain J. Halloway was appointed to her. In January 1796, Captain S. Pearle. In May, Vice Admiral Sir Hyde Parker, Captain T. Foley. In April 1797, Vice Admiral C. Thompson hoisted his flag on board her. In June, Captain E. Mordaunt was appointed to her. *At Portsmouth, fitting for a Cruising Ship.*

**ROMNEY**, 50 Guns. Built at Woolwich. Length of gun-deck, 146 feet; of keel, 120 feet, 8 inches and a half. Breadth, 30 feet, 4 inches and a half. Depth in hold, 17 feet, 2 inches. Tons, 1026. Commanded in the beginning of the war by the Hon. W. Packer, having near a small S. C. Goodrich flag on board. In February 1793, Captain H. Phipps was appointed to her. In June, Captain F. Sutherland, with Rear Admiral Sir James Wallace's flag on board. In June 1795, Captain P. Bader. In July, Captain J. Bingham, with Vice Admiral Wallace's flag on board. In March 1797, Captain J. Lawford, who still commands her. *In the West Indies.*

**BOSTON**, 22 Guns. Built on the River Thames. Length of gun-deck, 127 feet, 5 inches; of keel, 107 feet, 8 inches. Breadth, 34 feet, 4 inches and a quarter. Depth in hold, 12 feet, and half an inch. Tons, 600. In the beginning of the war, Captain G. W. A. Courtenay was appointed to her. In 1794, Captain J. N. Morris. In August 1797, Captain D. Friction. In February 1798, Captain J. E. Douglas, who now commands her. *At Halifax.*

**LOWESTOFFE**, 32 Guns. Built on the River Thames. Length of gun-deck, 130 feet, 6 inches; of keel, 108 feet, 1 inch and a half. Breadth, 35 feet, 2 inches and three quarters. Depth in hold, 12 feet, 6 inches. Tons, 710. In the beginning of the war, Captain Wootley was appointed to her. In October 1793, Captain S. Halloway. In February 1795, Captain A. Cunningham. In September, Captain R. G. Middleton. In December 1795, Captain R. Manpin, who still has the command of her. *At Jamaica.*

**PEARL**, 32 Guns. Built at Chatham. Length of gun-deck, 105 feet, and half an inch. Breadth, 35 feet, 3 inches. Depth in hold, 10 feet. Tons, 600. Capt. M. De Cader was appointed to her in 1793. In March 1799, Captain S. J. Bahart, who still commands her. *Mediterranean.*

1763.

**DEFENCE**, 74 Guns. Built at Plymouth. Length of gun-deck, 168 feet; of keel, 138 feet. Breadth, 47 feet, 9 inches. Depth in hold, 19 feet, 9 inches. Tons, 1603. Was in 1793 commanded by Captain Gardner. She was commanded by Captain Wells in October 1794; and afterwards, in June 1798, by Captain Peyton. In 1799, Lord H. Pawlet. *At Chatham, refitting.*

1764.

**ROBUST**, 74 Guns. Built at Harwich. Length of gun-deck, 168 feet, 8 inches and a half; of keel, 138 feet, 3 inches. Breadth, 47 feet. Depth in hold, 19 feet, 9 inches. Tons, 1624. Commanded in 1793 by Captain G. K. Phipps. In August 1794 by Captain E. Tremborough. In April 1799, Captain G. Council, her present Commander. *At Plymouth.*

**RUSSEL**, 74 Guns. Built on the River Thames. Length of gun-deck, 168 feet, 6 inches; of keel, 136 feet, 11 inches and seven eighths. Breadth, 47 feet, 5 inches and three quarters. Depth in hold, 19 feet, 6 inches. Tons, 1622. Commanded in the year 1793, by Captain J. V. Payne. In February 1798, by Captain J. Larcum. In June 1799, Admiral Macbride hoisted his flag on board. In April 1797, Captain R. Grouard was appointed to her. In August 1797, Captain H. Froloper. In April 1799, Captain H. Sawyer, her present commander. *Channel.*

**TRIUMPH**, 74 Guns. Built at Woolwich. Length of gun-deck, 171 feet, 3 inches; of keel, 138 feet, 9 inches. Breadth, 49 feet, 6 inches. Depth in hold, 21 feet, 3 inches. Tons, 1825. In December 1795, Sir Erasmus Gower was appointed to her. In September 1797, Captain W. Effington. In April 1799, Captain T. Seccombe. In June, Rear Admiral C. Collingwood hoisted his flag on board her. *Channel.*

**ASIA**, 64 Guns. Built at Portsmouth. Length of gun-deck, 154 feet; of keel, 129 feet, 6 inches and a half. Breadth, 44 feet, 6 inches. Depth in hold, 18 feet, 10 inches. Tons, 1561. Commanded in 1794 by Captain J. Brown. In October 1794, Captain J. M'Donald was appointed to her. In June 1795, Rear Admiral T. Pringle had his flag on board her. In May 1796, Captain R. Murray; and in October 1798, Vice Admiral Vanquut hoisted his flag on her. *At Hullfax.*

**ST. ALBANS**, 64 Guns. Built on the River Thames. Length of gun-deck, 150 feet, 3 inches and three quarters; of keel, 120 feet, 9 inches and a half. Breadth, 44 feet, 6 inches and a half. Depth in hold, 18 feet, 9 inches and three quarters. Tons, 1580. This ship was commanded in 1793 by Captain J. Vachon. In August 1798, Captain J. M. Ruel was appointed to her. Early in 1796, Captain W. Lechmere; and in March, Vice Admiral Vanquut hoisted his flag on her. And in August 1797, Captain F. Pender was given the command of her. In December 1799, Captain J. O. Harvy, her present commander. *America.*

**WINCHELSEA**, 32 Gun. Built at Sheerness. Length of gun-deck, 115 feet; of keel, 103 feet, 4 inches. Breadth, 35 feet, 2 inches. Depth in hold, 12 feet. Tons, 670. Commanded in 1793 by Captain R. Fisher. In November 1799, Lord Viscount Garkes was appointed to her. *At Portsmouth, repairing.*

1765.

**VICTORY**, 100 Guns. Built at Chatham. Length of gun-deck, 176 feet; in length from the head to the stern, 222 feet, 6 inches; of keel, 151 feet, 3 inches and one eighth. Breadth, 52 feet. Depth in hold, 21 feet, 6 inches. Tons, 2122. Commanded by Captain Kemble in 1793, with Vice Admiral Lord Hood's flag on board. In December 1795 the now the flag of Vice Admiral Linzee. In 1796, Admiral Sir J. Jervis's half captain, R. Calder; second captain, G. Gry. In August 1797, Captain T. Sotheby was appointed to her. In September, Captain W. Cumine. In February 1798, she was stationed as a Prison Ship at Chatham, and Lieutenant J. Kerkman appointed to her. *She is at present repairing at Chatham.*



# CHRONOLOGICAL LIST OF THE ROYAL NAVY.

**MONARCH**, 74 Guns. Built at Deptford. Length of gun-deck, 168 feet, 5 inches; of keel, 138 feet, 2 inches and three quarters. Breadth, 46 feet, 10 inches. Depth, 19 feet, 9 inches. Tons, 1612. Commanded in 1793 by Sir James Wallace; and in 1794 by Captain F. Sotherton, Sir J. Wallace having his broad pendant on board her; as also afterwards when Captain J. Cooke commanded her. She was given to Captain J. Elphinstone in April 1795, and became Rear Admiral G. K. Elphinstone's flag ship. In August 1797, Captain E. O'Brien was appointed to her; and in September, Vice Admiral R. Onslow hoisted his flag in her. In October 1798, Captain O'Brien was succeeded by Captain S. Sutton. In May 1799, Captain A. C. Dickfon, with Vice Admiral A. Dickfon's flag. In June, Captain J. R. Mofie was appointed to her. *At North Tamar.*

**SUFFOLK**, 74 Guns. Built on the River Thames. Length of gun-deck, 168 feet, 1 inch and a half; of keel, 138 feet, 9 inches. Breadth, 46 feet, 11 inches. Depth in hold, 19 feet, 10 inches. Tons, 1616. In 1793, commanded by P. Rainier, Esq. who hoisted a broad pendant on board her. In August 1794, Captain J. Doling, being appointed his Captain; and in May 1796, Captain R. Lambert. In May 1799, Rear Admiral Rainier hoisted his flag. In June, Captain P. Malcolm, her present commander. *East Indies.*

1766.

**LONDON**, 98 Guns. Built at Chatham. Length of gun-deck, 176 feet, 6 inches; of keel, 152 feet, 6 inches and five eighths. Breadth, 49 feet, eight inches and five eighths. Depth in hold, 21 feet. Tons, 1894. Was commanded in 1793 by Captain R. G. Keats, having the Duke of Clarence's flag on board, in May and June. In August 1794, L. W. Hailed, Esq. was appointed to her, and Rear Admiral G. Montagu hoisted his flag on board. In 1795, Rear Admiral J. Coopers, with Captain E. Griffiths. She was in November 1796 Vice Admiral C. Thompson's flag ship. In June 1797, Captain J. C. Purvis was appointed to her, and still commands her. *Portsmouth.*

**CANADA**, 74 Guns. Built at Woolwich. Length of gun-deck, 170 feet, 1 inch; of keel, 140 feet, 5 inches and a half. Breadth, 46 feet, 10 inches. Depth in hold, 20 feet, 6 inches. Tons, 1639. Was commanded in 1793 by Captain C. P. Hamilton. In August 1795, Captain G. Bowen was appointed to her, and Rear Admiral Sir R. Curtis hoisted his flag in her in September. In September 1797, Captain T. Twyden; and in November, Sir J. B. Warren was appointed to her. In April 1799, Captain the Hon. M. De Courcy, her present commander. *Plymouth.*

**INVINCIBLE**, 74 Guns. Built on the River Thames. Length of gun-deck, 168 feet, 6 inches; of keel, 137 feet, 3 inches and three quarters. Breadth, 47 feet, 3 inches. Depth in hold, 19 feet, 9 inches. Tons, 1631. Commanded in 1793 by the Hon. Captain T. Pakenham. In 1794, she bore the flag of Rear Admiral J. Macbride. In December 1795, Captain W. Cayley was appointed to her, and Rear Admiral Sir R. Curtis hoisted his flag on board her for a short time. Captain Cayley still commands her. *West Indies.*

**MAGNIFICENT**, 74 Guns. Built at Deptford. Length of gun-deck, 168 feet, 6 inches; of keel, 138 feet, 2 inches and three quarters. Breadth, 46 feet, 10 inches. Depth in hold, 19 feet, 9 inches. Tons, 1612. In 1795, Captain M. Squire was appointed to her. In August 1798, Captain E. Bowater was appointed to her, and still commands her. *Channel.*

**EUROPE**, 64 Guns. Built at Leam. Length of gun-deck, 159 feet; of keel, 130 feet, 9 inches. Breadth, 44 feet, 4 inches and a half. Depth in hold, 19 feet, 4 inches. Tons, 1369. *Fitted for a Private Ship at Plymouth* in November 1796, and Lieutenant E. Lower appointed to her. In 1797, Lieutenant J. Gardner, who still commands her.

1767.

**MARLBOROUGH**, 74 Guns. Built at Deptford. Length of gun-deck, 168 feet, 8 inches and a half; of keel, 140 feet, 3 inches and one eighth. Breadth, 46 feet, 11 inches. Depth in hold, 19 feet, 9 inches. Tons, 1642. Commanded in 1793 by the Hon. Captain G. Berkeley. In February 1795, by Captain J. Monckton. In April, by Captain H. Nicholls. In June 1797, Captain J. Eaton was appointed Acting. In August, J. Ellison was appointed. In November 1798, Captain T. Sotheby, who still continues to command her. *Channel.*

**CARYSFORT**, 28 Guns. Built at Sheerness. Length of gun-deck, 118 feet, 4 inches; of keel, 97 feet, 3 inches and a half. Breadth, 33 feet, 8 inches. Depth in hold, 10 feet, 6 inches. Tons, 586. Commanded in 1793 by Captain F. Laforce. In April 1795, Captain J. Murray was appointed to her. In January 1797, Captain C. Ekins. In March, Captain J. Alexander. In September, Captain T. Turner. *Portsmouth, refitting.*

**SWAN**, 18 Guns. A Sloop. Built at Plymouth. Length of gun-deck, 96 feet, 5 inches; of keel, 78 feet, 10 inches. Breadth, 26 feet, 9 inches. Depth in hold, 12 feet, 9 inches. Tons, 300. Commanded in 1793 by Captain G. Burdon. In 1794, by Captain L. Constable and Captain H. Pigot. In February 1795, by Captain T. Pearle. In January 1797, by Captain W. Stapp. In August 1797, Captain H. Carew was appointed to her, who still commands her. *Halifax.*

1768.

**EARFLEUR**, 98 Guns. Built at Chatham. Length of gun-deck, 177 feet, 8 inches; of keel, 144 feet, and half an inch. Breadth, 50 feet, 5 inches. Depth in hold, 21 feet. Tons, 1947. Commanded in March 1794 by Captain C. Collingwood, with Rear Admiral G. Bowyer's flag. In August by Captain J. Elphinstone, with Rear Admiral G. K. Elphinstone's flag. In March 1795, by Captain J. R. Dacres, with Rear Admiral W. Waldegrave's flag. In February 1799, Vice Admiral Lord Keith's flag. In August, Captain P. Puget, with Rear Admiral J. H. Whitshed. In November, Captain G. H. Stephens, her present commander. *Channel.*

**PRUDENT**, 64 Guns. Built at Woolwich. Length of gun-deck, 159 feet; of keel, 130 feet, 10 inches. Breadth, 44 feet, 4 inches. Depth in hold, 19 feet, 4 inches. Tons, 1367. In October 1794, having been fitted for a Prison Ship. Lieutenant W. M. Grumley was appointed to command her. In 1796, Lieutenant J. Simpson. And in June 1798, Captain C. H. Lane. *Plymouth.*

**RAISONABLE**, 64 Guns. Built at Chatham. Length of gun-deck, 161 feet, 1 inch; of keel, 131 feet, 6 inches. Breadth, 44 feet, 6 inches. Depth in hold, 19 feet. Tons, 1386. Commanded in 1793 by Lord Cranfrown. In 1794, by Captain R. Parker, with Rear Admiral H. Parker's flag. In April 1796, by Captain Charles Boyles, who still commands her. *Spithead.*

**TRIDENT**, 64 Guns. Built at Plymouth. Length of gun-deck, 159 feet; of keel, 130 feet, 9 inches. Breadth, 44 feet, 4 inches. Depth in hold, 16 feet, 4 inches. Tons, 1366. Commanded in 1795 by Captain T. Jones, and in September, bore the flag of Rear Admiral C. M. Pole. In December Captain E. O. Osborne was appointed to her; and in May 1798, Captain Edward Pakenham. In June 1799, Captain S. Miller. In October, Captain J. Turner. *East Indies.*

1769.

**QUEEN**, 98 Guns. Built at Woolwich. Length of gun-deck, 177 feet, 6 inches; of keel, 144 feet. Breadth, 49 feet, 6 inches. Depth in hold, 21 feet, 9 inches. Tons, 1876. Commanded in 1793 by Captain J. Hunt, with Rear Admiral A. Gardner's flag. In August 1794, Captain W. Bedford was appointed to her. In November 1796, Captain M. Dobson, with Vice Admiral Sir H. Parker's flag. Both their Officers still continue in her. *Jamaica.*



## CHRONOLOGICAL LIST OF THE ROYAL NAVY.

**ROYAL OAK, 74 Guns.** Built at Plymouth. Length of gun-deck, 168 feet, 6 inches; of keel, 138 feet, 2 inches. Breadth, 46 feet, 9 inches. Depth in hold, 20 feet. Tons, 1603. In May 1797, having been fitted for a Prison Ship, Lieutenant J. Share was appointed to her. In 1799, T. Rawe. *Portsmouth.*

1770.

**RESOLUTION, 74 Guns.** Built at Deptford. Length of gun-deck, 168 feet, 6 inches; of keel, 137 feet, 7 inches and three quarters. Breadth, 46 feet, 11 inches. Depth in hold, 19 feet, 9 inches. Tons, 1612. Was commanded in 1793 by Captain J. Cumming. In 1794, by Capt. F. Pender, with Rear Admiral G. Murray's flag. In Jul 1797, by Captain W. Lechmere, with Vice Admiral G. Vandeput's flag. In August 1799, Captain W. Mitchell. *Spithead.*

**INTREPID, 64 Guns.** Built at Woolwich. Length of gun-deck, 159 feet, 6 inches; of keel, 131 feet. Breadth, 44 feet, 5 inches. Depth in hold, 19 feet. Tons, 1574. Commanded by the Hon. C. Carpenter in 1793. In April 1797, Captain R. Parker was appointed to her. In March 1798, Captain W. Hargood, who still commands her. *East Indies.*

**PORTLAND, 50 Guns.** Built at Sheerness. Length of gun-deck, 146 feet; of keel, 119 feet, 9 inches. Breadth, 40 feet, 6 inches. Depth in hold, 17 feet, 6 inches. Tons, 1044. In 1797, Lieutenant J. Manderfon was appointed to her, and still commands her. *She is a Prison Ship at Portsmouth.*

1771.

**GRAFTON, 74 Guns.** Built at Deptford. Length of gun-deck, 168 feet; of keel, 139 feet, 1 inch. Breadth, 47 feet, 3 inches. Depth in hold, 18 feet, 10 inches. Tons, 1650. *Receiving Ship at Portsmouth.*

1772.

**PRINCE GEORGE, 98 Guns.** Built at Chatham. Length of gun-deck, 177 feet, 6 inches; of keel, 143 feet, 10 inches and five eighths. Breadth, 50 feet, 6 inches and a half. Depth in hold, 21 feet. Tons, 1955. Commanded by Captain J. Gambier in 1794. In 1795, by Captain Sir John Orde, Bart. with Vice Admiral A. Duncan's flag. In August 1795, by Captain W. Edge. In 1797, by Captain J. Irwin, with Rear Admiral W. Parker's flag, which was succeeded by Vice Admiral C. Thompson. In November 1797, Captain W. Bowen was appointed to her. *Portsmouth, refitting.*

1773.

**PRINCESS ROYAL, 98 Guns.** Built at Portsmouth. Length of gun-deck, 177 feet, 6 inches; of keel, 145 feet, 5 inches. Breadth, 50 feet, 6 inches. Depth in hold, 21 feet. Tons, 1973. In 1793, commanded by Captain J. C. Purvis, with Rear Admiral S. C. Goodall's flag. In June 1797, by Captain T. Baker. In September, Captain J. Draper was appointed to her; and in 1798, Rear Admiral Sir J. Orde hoisted his flag on board her. In December he was succeeded by Rear Admiral T. L. Frederick. *Plymouth.*

**CAPTIVITY, 64 Guns.** Built at Plymouth. Length of gun-deck, 159 feet, 6 inches; of keel, 131 feet. Breadth, 44 feet, 4 inches. Depth in hold, 19 feet. Tons, 1570. Late the Monmouth. Lieutenant S. Blow was appointed to her in 1797, and still commands her. *As a Prison Ship, at Portsmouth.*

1774.

**CUMBERLAND, 74 Guns.** Built at Deptford. Length of gun-deck, 168 feet, 6 inches; of keel, 138 feet. Breadth, 46 feet, 10 inches. Depth in hold, 19 feet, 9 inches. Tons, 1621. Commanded in 1793 by Captain T. Louis, with Rear Admiral Macbride's flag, and afterwards Rear Admiral B. Calowell's. In August 1794, Captain B. S. Rowley was appointed to her. In July 1797, Captain R. Montague. In 1799, Captain Graves, with Rear Admiral Sir R. Bickerton's flag. *Chamell.*

**NECTOR, 74 Guns.** Built on the River Thames. Length of gun-deck, 168 feet, 7 inches; of keel, 130 feet, 1 in. Breadth, 47 feet. Depth in hold, 20 feet, and three quarters of an inch. Tons, 1622. Commanded in 1793 by Captain G. Montague; when promoted to a flag, Captain L. W. Halford was appointed under him in 1794. In August, Captain C. Collingwood succeeded him. In 1795, Captain R. Montague was appointed to her; and in July 1797, Captain P. Aplin. In April 1798, Captain R. Campbell. In September 1799, Captain J. Elphinstone, her present commander. *Portsmouth.*

**VENGEANCE, 74 Guns.** Built on the River Thames. Length of gun-deck, 168 feet, 10 inches; of keel, 138 feet, 5 inches. Breadth, 47 feet. Depth in hold, 20 feet. Tons, 1627. Commanded by Captain C. Thompson in 1793. In June 1794, when Captain C. Thompson was promoted to a flag, Captain C. Sawyer was appointed to her; and in October, Captain R. Inledon. In April 1795, the Hon. Captain J. Rodney. In September, G. Burton was appointed Acting. And in February 1796, Captain T. M. Ruffel. *Portsmouth.*

**EAGLE, 64 Guns.** Built on the River Thames. Length of gun-deck, 159 feet, 8 inches and a half; of keel, 131 feet, 3 inches. Breadth, 44 feet, 4 inches. Depth in hold, 19 feet. Tons, 1372. Being fitted for a Prison Ship, the command was given to Lieutenant George Dyer, in December 1796. To Lieutenant J. James in December 1798, who still holds the appointment. *At Gillingham.*

**NGNSUCH, 64 Guns.** Built at Plymouth. Length of gun-deck, 159 feet, 5 inches; of keel, 130 feet, 10 inches and a half. Breadth, 44 feet, 4 inches and seven eighths. Depth in hold, 19 feet and half an inch. Tons, 1373. In June 1794, Captain Douglas was appointed to her. In August, Captain D'Auvergne. In April 1795, Captain W. Mitchell. In August, Captain H. Blackwood. In November 1796, Captain R. D. Oliver. In October 1797, Captain J. Wolley. *Guard Ship at Hull.*

**VIGILANT, 64 Guns.** Built at Bucklehard. Length of gun-deck, 159 feet, 6 inches and a half; of keel, 130 feet 3 inches and three eighths. Breadth, 44 feet, 5 inches and a half. Depth in hold, 19 feet. Tons, 1347. In March 1797, being fitted for a Prison Ship, Lieutenant R. P. Young was appointed to her; and in August 1798, Lieutenant Hewitt, who still commands her. *At Portsmouth.*

**CENTURION, 50 Guns.** Built at Harwich. Length of gun-deck, 146 feet; of keel, 120 feet, 2 inches. Breadth, 40 feet, 5 inches. Depth in hold, 17 feet, 3 inches and a half. Tons, 1044. Commanded in 1793 by Captain S. Osborn, who continued in her until November 1797. In December Captain J. S. Rainier succeeded him, and still commands her. *East Indies.*

**ISIS, 50 Guns.** Built on the River Medway. Length of gun-deck, 146 feet; of keel, 119 feet, 8 inches and a quarter. Breadth, 40 feet, 7 inches and a half. Depth in hold, 17 feet, 6 inches. Tons, 1051. Commanded in the beginning of 1794 by Captain B. Archer; and in August, by Captain R. Watfon. In October 1797, by Captain W. Mitchell. In August 1799, Captain J. Oughton, with Vice Admiral A. Mitchell's flag. *North Sea.*

**ROEBUCK, 44 Guns.** Built at Chatham. Length of gun-deck, 140 feet; of keel, 116 feet, 4 inches and three eighths. Breadth, 37 feet, 10 inches. Depth in hold, 16 feet, 4 inches. Tons, 886. Commanded in 1793, by Captain A. Christie. In September 1795, Captain D. M'iver was appointed to her. In March 1796, Captain A. S. Burrows. In August 1799, Captain W. Buchanan. *Portsmouth.*

# CHRONOLOGICAL LIST OF THE ROYAL NAVY.

**ENTERPRIZE**, 28 Guns. Built at Deptford. Length of gun-deck, 120 feet, 6 inches; of keel, 99 feet, 6 inches. Breadth, 35 feet, 6 inches. Depth in hold, 11 feet. Tons, 594. Commanded in 1793 by Lieut. Howorth. In 1797, Lieutenant John Yetts. Stationed off the Tower to receive impressed men.

1775.

**SULTAN**, 74 Guns. Built at Harwich. Length of gun-deck, 158 feet, 6 inches; of keel, 137 feet, 11 inches. Breadth, 46 feet, 11 inches. Depth in hold, 20 feet. Tons, 1614. In October 1794, Lieutenant C. Woodger was appointed to her, and still commands her. At Portsmouth, as a Prison Ship.

**SPHYNX**, 20 Guns. Length of gun-deck, 108 feet; of keel, 89 feet, 7 inches and three eighths. Breadth, 30 feet, 1 inch. Depth in hold, 9 feet, 8 inches. Tons, 430. Commanded in 1793 by Captain R. Lucas. In 1795, by Captain C. J. M. Mansfield. In December 1795, by Captain G. Brifac. In March 1796, by Captain J. W. Spranger. In February 1797, by Captain A. Todd; and in March by Captain T. H. Coffin. In September, by T. Alexander. In April 1799, Captain W. Smith. In June, Captain J. Oughton. At Portsmouth.

**ATALANTA**, Sloop, of 14 Guns. Built at Sheerness. Length of gun-deck, 96 feet, 7 inches; of keel, 78 feet, 10 inches. Breadth, 26 feet, 9 inches. Depth in hold 12 feet, 10 inches. Tons, 300. At Portsmouth.

1776.

**BRISTOL**, 50 Guns. Built at Sheerness. Length of gun-deck, 146 feet; of keel, 119 feet, 9 inches. Breadth, 40 feet, 7 inches. Depth in hold, 17 feet, 7 inches. Tons, 1049. Fitted for a Prison Ship, and Lieutenant J. S. Silly appointed to her in December 1795. In May 1797, Lieutenant F. M<sup>c</sup>Gie. In 1799, Lieutenant T. Hutchinson. Chatham.

**BEDFORD**, 74 Guns. Built at Woolwich. Length of gun-deck, 168 feet, 6 inches; of keel, 138 feet, 2 inches. Breadth, 46 feet, 9 inches. Depth in hold, 20 feet. Tons, 1605. Commanded in 1793 by Captain R. Man. In 1794, Rear Admiral Sir H. Parker's flag was on board her. In 1795, Captain D. Gould was appointed to her. In 1797, Captain Sir T. Byard. At Plymouth, fitted for a Prison Ship.

**RUBY**, 64 Guns. Built at Woolwich. Length of gun-deck, 159 feet 6 inches; of keel, 131 feet. Breadth, 44 feet, 4 inches. Depth in hold, 19 feet. Tons, 1376. Commanded in 1793 by Sir R. Bickerton. In 1794, by Capt. H. E. Stanhope. In March 1796, by Captain G. Brifac. In February 1797, by Captain Jacob Waller. In June 1799, Captain A. H. Gardner. Plymouth.

**ARIADNE**, 20 Guns. Length of gun-deck, 108 feet, 6 inches; of keel, 89 feet, 8 inches. Breadth, 30 feet, 1 inch. Depth in hold, 9 feet, 8 inches. Tons, 430. Commanded in 1793 by Captain T. R. Shivers. In 1794, by Captain C. W. Peterloo. In 1795, by Captain R. G. Midleton; and afterwards by Captain R. Flanpin. In March 1796, Captain H. L. Ball was appointed to her. In April 1797, Captain B. Braddy, who still commands her. Harwich.

**CAMILLA**, 20 Guns. Length of gun-deck, 108 feet, 1 inch and a quarter; of keel, 89 feet, 10 inches. Breadth, 30 feet, 1 inch. Depth in hold, 9 feet, 8 inches. Tons, 433. Commanded in 1794 by Captain T. Graves (?). In December 1795, Captain R. Dacres was appointed to her. In March 1797, S. Poyntz. In September, by Captain R. Larkins, who still commands her. Chatham.

**PERSEUS**, 20 Guns. Bomb Vessel. Built on the River Thames. Length of gun-deck, 108 feet, 1 inch; of keel, 89 feet, 6 inches and a half. Breadth, 30 feet, 1 inch. Depth in hold, 9 feet, 8 inches. Tons, 432. Commanded in 1793 by Captain G. Palmer. In June 1798, Captain James Oswald was appointed to her. In October 1799, by Captain H. Compton. Mediterranean.

**CGNET**, 18 Guns. A Sloop. Built at Portsmouth. Length of gun-deck, 96 feet, 7 inches, of keel, 78 feet, 8 inches and three quarters. Breadth, 26 feet, 10 inches. Depth in hold, 12 feet, 10 inches. Tons, 301. In October 1797, Lieutenant D. Hamme was appointed to her. In February 1799, Lieutenant Thompson. At Portsmouth.

**FLY**, 16 Guns. A Sloop. Built at Sheerness. Length of gun-deck, 96 feet, 7 inches; of keel, 78 feet, 11 inches and a half. Breadth, 26 feet, 10 inches. Depth in hold, 12 feet, 10 inches. Tons, 302. Commanded in 1793 by Captain W. Brown. In 1795, by Capt. in T. Affleck; and afterwards by Capt. J. Nowbary. In February 1796, Captain H. S. Butt was appointed to her. In May 1797, Captain W. Cumberland. In December 1798, Captain Z. Mudge, who still commands her. In the Channel.

**VENTURIER**, 16 Guns. A Frigate. Formerly the Ranger Cutter. Captured by the French off Brest in June 1794, and recaptured by the Indefatigable, Sir E. Pelew, off Teneriffe, October 14, 1797. The French afterwards captured her a second time, but she was again restored to the English service by the Galette, Captain G. Eyre, who recaptured her on the 6th of November in the same year. In 1797, Lieutenant D. Buidgood, her present Commander, was appointed to her. Channel.

1777.

**DUKE**, 98 Guns. Built at Plymouth. Length of gun-deck, 177 feet, 6 inches; of keel, 145 feet, 2 inches. Breadth, 50 feet, 2 inches. Depth in hold, 21 feet, 2 inches. Tons, 1943. Commanded in 1793 by Captain G. Duff, with Commodore G. Murray's broad pendant. In 1796, Captain J. Holloway was appointed to her. During the month of January 1797, she bore the flag of Rear Admiral C. Parker. At Stangate Creek.

**FORMIDABLE**, 98 Guns. Built at Chatham. Length of gun-deck, 177 feet, 6 inches and three quarters; of keel, 145 feet, 10 inches. Breadth, 50 feet, 5 inches. Depth in hold, 21 feet. Tons, 1945. In February 1795, the Hon. Captain G. Berkeley was appointed to her. In June 1796, Captain G. Murray, with Rear Admiral Sir R. Curtis's flag. In December 1797, Captain J. Monkton, with Vice Admiral Sir C. Thomplon's flag. In January 1798, Captain J. Irwin. In June, Capt. J. H. Whitfield. In April 1799, Capt. E. Thornborough. Chatham.

**LION**, 64 Guns. Built at Portsmouth. Length of gun-deck, 159 feet; of keel, 130 feet, 4 inches. Breadth, 48 feet, 8 inches. Depth in hold, 19 feet. Tons, 1378. Commanded in 1793 by Captain Sir Erasmus Gower. In 1795, by Captain G. Palmer; and afterwards by Captain E. Crawley. In July 1797, by Captain C. Cobb. In September 1797, by Captain Manley Dixon, who still holds the command of her. Mediterranean.

**AURORA**, 28 Guns. Built on the River Thames. Length of gun-deck, 120 feet, 6 inches; of keel, 99 feet, 4 inches. Breadth, 33 feet, 7 inches. Depth in hold, 11 feet. Tons, 596. Commanded in 1793 by Captain W. Effington. In January 1795, Captain Richard King was appointed to her. In September 1795, Captain C. Gannier. In June 1796, Captain P. Vollenhouff. In November 1796, Captain J. R. Robinson. In January 1797, Captain H. Digby. In 1799, Captain T. G. Caulfield. Portsmouth.

1778.

**ALEXANDER**, 74 Guns. Built at Deptford. Length of gun-deck, 169 feet; of keel, 138 feet, 5 inches, and one eighth. Breadth, 46 feet, 11 inches. Depth in hold, 20 feet. Tons, 1621. Was captured by a French

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Squadron off Sicily November 6, 1794, and recaptured by Lord Bridport in the action of 23d June 1795, off L'Orient. Commanded in 1799, by Captain J. West. In June 1799, Captain R. R. Bligh was appointed to her. In January 1797, Captain A. J. Ball, who still commands her. *Mediterranean*.

**ALFRED**, 74 Guns. Built at Chatham. Length of gun-deck, 169 feet; of keel, 138 feet, 5 inches and a half. Breadth, 47 feet, 2 inches. Depth in hold, 20 feet. Tons, 1638. Commanded in 1793 by Captain J. Bareley. In February 1796, by Captain T. Drury. In January 1797, by Captain T. Tutty. *Plymouth and Hospital Ship*.

**JUPITER**, 50 Guns. Built on the River Thames. Length of gun-deck, 146 feet, 1 inch and a half; of keel, 119 feet, 8 inches. Breadth, 40 feet, 10 inches. Depth in hold, 17 feet, 6 inches. Tons, 1061. In August 1792, Captain R. Pifer was appointed to her. In January 1795, Captain W. Lechmere, with Commadore J. W. Payne's broad pendant on board. In 1796, Captain J. Lufack was appointed to her, who still commands her. *Cape of Good Hope*.

**RESOURCE**, 32 Guns. Built on the River Thames. Length of gun-deck, 120 feet, 8 inches; of keel, 99 feet, 7 inches. Breadth, 33 feet, 6 inches. Depth in hold, 11 feet. Tons, 601. In February 1794, commanded by Captain T. Hamilton. In October 1794, by Captain J. Ruiz. In January 1796, by Captain F. Watkins. In August 1799, Captain J. Critch. *North Sea*.

**AMPHITRITE**, 38 Guns. Late Pomona. Built at Southampton. Length of gun-deck, 120 feet, 6 inches; of keel, 99 feet, 6 inches. Breadth, 33 feet, 6 inches. Depth in hold, 11 feet. Tons, 594. Commanded in 1793 by Captain H. D'Esterre Darby. In June 1794 by Lord Aug. Fitzroy. In February 1795, by Captain J. Halliday. In January 1796, by the Hon. Captain C. Herbert. In September 1797, by Captain C. Ekins, who still commands her. *Jamaica*.

**FAIRY**, 16 Guns. A Sloop. Built at Sheerness. Length of gun-deck, 96 feet, 7 inches; of keel, 78 feet, 10 inches. Breadth, 25 feet, 9 inches. Depth in hold, 12 feet, 10 inches. Tons, 310. Commanded in 1793 by Captain F. Laforey; and afterwards by Captain R. Brooke. In January 1796, by Captain J. Irwin. In January 1797, by Captain J. Baker. In July 1797, Captain John Sidney Horton was appointed to her, and still commands her. *Channel*.

**SAVAGE**, 16 Guns. A Sloop. Built at Ipswich. Length of gun-deck, 96 feet, 7 inches and three quarters; of keel, 78 feet, 10 inches. Breadth, 25 feet, 10 inches. Depth in hold, 12 feet, 10 inches and a half. Tons, 302. Commanded in 1793, by Captain A. Frazer and Captain G. Winkworth. In March 1797, by Captain N. Thompson. *Channel*.

**CHILDERS**, 14 Guns. A Sloop. Ripped as a Frigate. Built on the River Thames. Length of gun-deck, 78 feet, 7 inches; of keel, 66 feet, 8 inches. Breadth, 25 feet. Depth in hold, 11 feet. Tons, 202. Commanded in 1793 by Captain J. Mullock. In March 1794, by Captain R. Warburton. In January 1795, by Captain S. Foyntz. In March 1797, by Captain J. O'Brien. In April 1799, by Captain J. C. Crawford. *Channel*.

**SPRIGHTLY**, 12 Guns. A Cutter. Length of gun-deck, 66 feet; of keel, 48 feet, 9 inches. Breadth, 24 feet, 2 inches. Depth in hold, 10 feet. Tons, 151. Commanded by Captain R. Rowe in 1793. In March 1794, by Captain Inghy Dent. In October 1794, by Lieutenant R. Jump. *Jamaica*.

**EXPEDITION**, 10 Guns. A Cutter. Built at Dover. Length of gun-deck, 67 feet; of keel, 48 feet, 8 inches. Breadth, 24 feet, 2 inches and three quarters. Depth in hold, 10 feet. Tons, 152. Commanded in 1793 by G. Winkworth; and afterwards by E. Prideaux. In February 1798, T. Blisset was appointed to her, and still commands her. *Channel*.

1779.

**ALCIDE**, 74 Guns. Built at Deptford. Length of gun-deck, 169 feet; of keel, 139 feet, 1 inch and a quarter. Breadth, 46 feet, 10 inches. Depth in hold, 18 feet, 10 inches. Tons, 1625. Commanded in 1793 by Captain R. Linzee, who in the beginning of 1794 hoisted his broad pendant in her, and Captain J. Woodley was appointed his Captain. In June, he hoisted his flag in her as Rear Admiral, and Captain T. R. Shivers succeeded Captain Woodley. In August, Captain Sir T. Byard was appointed to her; and in October, Vice Admiral P. Co by hoisted his flag in her. *Repairing at Portsmouth*.

**EDGAR**, 74 Guns. Built at Woolwich. Length of gun-deck, 168 feet; of keel, 138 feet. Breadth, 46 feet, 10 inches. Depth in hold, 19 feet, 9 inches. Tons, 1610. In 1793, commanded by Captain A. Bertie. In 1794, Captain Sir Charles Henry Knowles was appointed to her. In June 1796, Captain J. M'Dougall. In November 1799, Captain E. Buller. *Channel*.

**MONTAGNE**, 74 Guns. Built at Chatham. Length of gun-deck, 169 feet; of keel, 138 feet, 4 inches. Breadth, 47 feet, 4 inches. Depth in hold, 19 feet, 11 inches and a half. Tons, 1631. Commanded in 1793 by Captain J. Montague. In 1794, by Captain W. Foulke. In 1796, Captain J. Knight was appointed to her. In December 1799, Captain C. W. Paterfon, her present commander. *Channel*.

**ADAMANT**, 50 Guns. Built at Liverpool. Length of gun-deck, 146 feet, 3 inches; of keel, 120 feet. Breadth, 40 feet, 9 inches. Depth in hold, 17 feet, 7 inches and a half. Tons, 1000. Commanded in 1794 by Captain W. Kentinck. In June 1794, Captain Henry D'Esterre Darby was appointed to her. In November 1796, Captain H. Warre. In March 1797, Captain W. Hotham, who still commands her. *Cape of Good Hope*.

**ACTEON**, 44 Guns. Built on the River Thames. Length of gun-deck, 140 feet, 1 inch and a half; of keel, 115 feet, 10 inches and a half. Breadth, 37 feet, 11 inches and a quarter. Depth in hold, 16 feet, 4 inches. Tons, 897. In June 1795, Captain A. Uzaki was appointed to her. In 1799, Lieutenant P. Hue. *Guard Ship at Liverpool*.

**WLYSSES**, 44 Guns. Built at Liverpool. Length of gun-deck, 140 feet; of keel, 115 feet, 5 inches and five eighths. Breadth, 36 feet and half an inch. Depth in hold, 16 feet, 4 inches and three quarters. Tons, 897. Commanded in 1793, by Captain R. Moncey. In December 1795, Lieutenant J. Lempriere. In November 1797, Lieutenant T. Prelland, who still commands her. *Portsmouth*.

**BRILLIANT**, 28 Guns. Built at Bucklerhard. Length of gun-deck, 120 feet, 6 inches and a quarter; of keel, 99 feet, 6 inches. Breadth, 28 feet 8 inches. Depth in hold, 10 feet. Tons, 600. Commanded by Captain M. Robinson in 1793. By Captain W. Pierrepont in January 1795. In August, Captain W. Carthew. In November 1796, Captain H. Blackwood. In November 1798, the Hon. Captain C. Paget, who still commands her. *Channel*.

**CYCLOPS**, 28 Guns. Built on the River Thames. Length of gun-deck, 120 feet, 6 inches; of keel, 99 feet, 6 inches. Breadth, 33 feet, 9 inches. Depth in hold, 11 feet. Tons, 603. Commanded in 1793 by Captain D. Gould. In 1795, Captain W. Hotham. *Portsmouth*.

**PEGASUS**, 38 Guns. Built at Deptford. Length of gun-deck, 120 feet, 6 inches; of keel, 99 feet, 6 inches. Breadth, 33 feet, 6 inches. Depth in hold, 11 feet. Tons, 594. Commanded by Captain R. Barlow in 1793. By Captain G. Countess and Captain R. Donnelly in 1794. *Portsmouth*.

**VESTAL**, 28 Guns. Built on the River Thames. Length of gun-deck, 120 feet, 6 inches; of keel, 99 feet, 6 inches. Breadth, 33 feet, 8 inches and a half. Depth in hold, 11 feet and half an inch. Commanded in 1793 by



# CHRONOLOGICAL LIST OF THE ROYAL NAVY.

J. McDougall. In October 1794, Captain J. Newman was appointed to her. In September 1795, Captain C. White. *Chatham*.

**CHAMPION**, 24 Guns. Built at Ipswich. Length of gun-deck, 114 feet, 5 inches; of keel, 94 feet, 3 inches. Breadth, 32 feet, 2 inches. Depth in hold, 10 feet, 4 inches. Tons, 519. In March 1796, Captain H. Rapet was appointed to her. In January 1799, Captain G. E. Hamond. *5 lb dead.*

**DROMEDARY**, 24 Guns. Built on the River Thames. Length of gun-deck, 146 feet; of keel, 115 feet, 10 inches. Breadth, 37 feet, 10 inches and a half. Depth in hold, 16 feet, 4 inches. Tons, 884. Commanded by S. Tatham in 1793; and by R. Hill in 1795. In January 1796, T. Harrison. In June 1797, W. Collis. In February 1798, T. Leef. *Store Ship at the Horse.*

**FORCUPINE**, 24 Guns. Built on the River Thames. Length of gun-deck, 114 feet, 3 inches; of keel, 94 feet, 2 inches. Breadth, 32 feet, 2 inches and a half. Depth in hold, 10 feet, 3 inches. Tons, 520. Commanded in 1793 by Captain Manley Dixon. In August 1795, Captain J. Draper was appointed to her. In June 1797, Rear Admiral Sir J. Orde hoisted his flag on board her. In July, Captain C. D. Pater was appointed to her. In October 1798, Captain A. F. Evans, who still commands her. *Halifax.*

**LIBERTY**, 16 Guns. A Brig. Length of gun-deck, 74 feet, 3 inches; of keel, 53 feet, 9 inches. Breadth, 25 feet, 6 inches and a half. Depth in hold, 10 feet, 6 inches and a half. Tons, 127. Commanded in 1793 by J. C. Searle. In June 1795, G. McKinley was appointed to her. In July 1798, M. A. N. Starck. In December 1799, Lieutenant H. Cook. *Ferby.*

**SHARK**, 16 Guns. A Sloop. Built at Hull. Length of gun-deck, 96 feet, 11 inches and a half; of keel, 79 feet, 2 inches and a half. Breadth, 26 feet, 10 inches and a half. Depth in hold, 12 feet, 9 inches and a half. Commanded by S. Barker in 1793. Captain J. O'Brien in 1794. Captain F. Warren in 1798. Captain P. B. V. Brook in November 1799. *North Sea.*

**THORN**, 16 Guns. A Sloop. Built at Mitleythorn. Length of gun-deck, 96 feet, 7 inches; of keel, 79 feet, 3 inches. Breadth, 26 feet, 11 inches. Depth in hold, 12 feet, 10 inches. Tons, 366. Commanded in 1792 by Captain E. J. Foote. In 1794, by Captain W. E. Cracraft; and afterwards by Captain J. Tilfin. By Captain R. W. Otway in 1795; and Captain H. Mitford. In June 1796, by Lieutenant J. Hamhead. In June 1799, G. Cranthorn was appointed, and still continues to command her. *See stationed at Deptford in place of the old Marine Store Ship.*

**DRAKE**, 14 Guns. A Sloop. Rigged as a Brig. Built at Dover. Length of gun-deck, 78 feet, 10 inches; of keel, 60 feet, 7 inches and a quarter. Breadth, 25 feet, 3 inches. Depth in hold, 10 feet, 9 inches and a half. Tons, 221. Commanded by J. Doling in 1793. By Captain S. Brooking in 1794. By Captain T. Gott in November 1796. By Captain J. Per ins in 1797, who still commands her. *Jamaica.*

**TERROR**, 8 Guns. Bomb Vessel. Built on the River Thames. Length of gun-deck, 92 feet, 1 inch; of keel, 74 feet, 7 inches. Breadth, 27 feet, 10 inches. Depth in hold, 12 feet, and half an inch. Tons, 307. Commanded in 1793 by Captain Amherst Morris. In October 1794, bore the flag of Vice Admiral J. Peyton. In February 1795, Captain G. Luke was appointed to her, and in April, Captain J. Walker. In September 1795, Captain D. Hotchkiss. In March 1796, the Hon. D. Douglass. In March 1797, Captain J. Webb. In June 1799, Captain S. C. Rowley. *Woolwich.*

## 1780.

**FORTITUDE**, 74 Guns. Built on the River Thames. Length of gun-deck, 168 feet, 6 inches; of keel, 138 feet, 6 inches and three eighths. Breadth, 47 feet, 3 inches. Depth in hold, 18 feet, 9 inches and a half. Tons, 1645. Commanded in 1793 by Captain W. Young. In October 1798, having been fitted as a Prison Ship, Lieutenant G. Gourley was appointed to her, and still commands her. *Portsmouth.*

**BELLIQUEUX**, 64 Guns. Built on the River Thames. Length of gun-deck, 160 feet; of keel, 131 feet, 6 inches and seven eighths. Breadth, 44 feet, 4 inches. Depth in hold, 19 feet. Tons, 1379. Commanded in 1793 by Captain G. Bowen. In 1794, by Captain J. Brine. In June 1796, Captain J. Inglis was appointed to her. In January 1798, Captain H. Inman. In June, Captain R. England; and in August, Admiral Lord Viscount Duncan hoisted his flag in her. In October 1798, Captain J. Inglis was again appointed to her. In May 1799, Captain R. Bullock. *North Sea.*

**INFLEXIBLE**, 64 Guns. Built at Harwich. Length of gun-deck, 159 feet, 8 inches; of keel, 131 feet, 1 inch. Breadth, 44 feet, 7 inches. Depth in hold, 18 feet and half an inch. Tons, 1386. Commanded in 1793 by Captain S. Ferris. *Chatham, fitting for a Troop Ship.*

**REFULSE**, 64 Guns. Built at East Cowes. Length of gun-deck, 159 feet, 6 inches; of keel, 130 feet, 11 inches. Breadth, 44 feet, 7 inches and a half. Depth in hold, 19 feet. Tons, 1387. In April 1795, Captain W. G. Fairfax was appointed to her. In November 1796, Captain James Alms, who still commands her. *Channel.*

**LEANDER**, 50 Guns. Built at Chatham. Length of gun-deck, 146 feet; of keel, 119 feet, 7 inches and three quarters. Breadth, 40 feet, 8 inches. Depth in hold, 17 feet, 5 inches. Tons, 1052. Captured by the French, after a most gallant and desperate resistance against superior forces, September 1798, in the Mediterranean, and retaken at Corfu by the Russians and Turks, March 3, 1799; restored to England by the Emperor of Russia. Captain M. Delgarno was appointed to her in June 1795. Captain T. B. Thompson in November 1796. In August 1799, Captain Adam Drummond. In September, Captain M. Halliday. *Mediterranean.*

**ASSURANCE**, 44 Guns. Built on the River Thames. Length of gun-deck, 140 feet, 4 inches; of keel, 115 feet, 11 inches and a half. Breadth, 38 feet, 2 inches. Depth in hold, 16 feet, 4 inches and a half. Tons, 898. Commanded in 1793 by Captain V. C. Berkely. In October, Captain W. Bryers. In April 1795, Captain C. Sawyer. In November 1796, Lieutenant R. Tookey. *Sheerness.*

**MAGNANIME**, 44 Guns. Built at Deptford; and reduced from a 64 Gun Ship in September 1794. In March 1795, commanded by Captain J. Schonberg. In September, by the Hon. Captain M. De Courcy. In 1799, Captain W. Taylor. *Channel.*

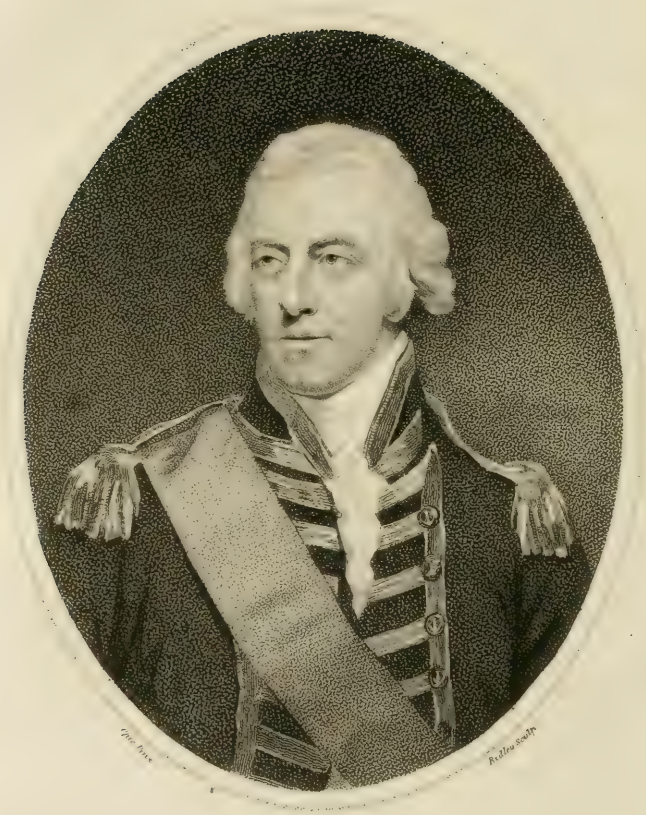
**PALLAS**, 38 Guns. Built at Woolwich. Late Minerva. Length of gun-deck, 141 feet; of keel, 117 feet, 5 inches and three eighths. Breadth, 38 feet, 11 inches and three quarters. Depth in hold, 13 feet, 5 inches. Tons, 944. Commanded by Captain J. Whitby in 1793, with Rear Admiral W. Cornwallis's flag. In September 1795, Captain T. Peyton was appointed to her. In April 1798, J. McKellar. In July, Captain J. Edmonds who still commands her. *Sheerness.*

**FLORA**, 36 Guns. Built at Deptford. Length of gun-deck, 137 feet. Breadth, 38 feet. Depth in hold, 13 feet, 3 inches. Tons, 869. Commanded in 1793 by Sir J. B. Warren. In September 1794, by Captain W. A. Otway. In January 1795, Captain H. L. Ball succeeded him. In December, Captain R. G. Middleton. In 1798, Captain A. Wilkes. Capt. R. G. Middleton afterwards had the command again, and still retains it. *Lisbon.*

(To be continued.)







SIR JOHN BORLASE WARREN BART. &c.

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*BIOGRAPHICAL MEMOIR OF REAR-ADMIRAL*  
**SIR JOHN BORLASE WARREN\*, BART. K. B.**

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His carriage was full comely and upright,  
His countenance demure and temperate;  
But yett so sterne and terrible in sight  
That chear'd his friendes, and did his foes amate :  
He was an elfin borne of noble state,  
And mickle worship in his native land.

SPENSER.

**W**E have already traced with a considerable accuracy, derived from no common sources, the lives of some of the most renowned of our Naval Officers, who have distinguished themselves during the present war. The future historian will thus possess additional information, beyond the official letters of the day; and will be enabled to enliven his page with those discriminating features of character, that might otherwise have been lost: the performance of this task has been attended with much difficulty; though success has crowned our labours, the delicacy of our situation is continually present to our thoughts. The subject of the present memoir has long been a favourite of the public: and as no circumstantial account † of his professional life has appeared, we shall proceed to furnish our readers with a narrative, on the correctness of which they may rely.

Sir John Borlase Warren is descended from an ancient family, whose estates were situated in Buckinghamshire, and Nottinghamshire. He derives the name of BORLASE from his great grandmother, who was the heiress and daughter ‡ of Sir John Borlase, Bart. of Bockmore, Bucks—Lieutenant-Colonel || of the famous Lord Vere's regiment, that served

\* Rear-Admiral of the Blue; Groom of the Bedchamber to his Royal Highness the Duke of Clarence; Member for the Town of Nottingham; Vice-President of the Society for Naval Architecture.

† A short account of Sir J. B. Warren appeared in the *European Magazine*, which, as far as it went, was correct.

‡ Another daughter of this family married Richard Grenville, Esq. of Wooton, in the same county; grandfather to the present Marquis of Buckingham.

|| His son was afterwards Lieutenant-General of the Ordnance, and Governor of Ireland.

in the Palatinate to protect the Elector King of Bohemia; afterwards placed under the Prince of Orange in the Low Countries, during the wars in Flanders and Holland.

The name of WARREN is of Norman extraction. Sir John is related to the family in Cheshire, and is descended from the ancient Earls of Warrenne, belonging to the Plantagenet family. He received his education under the Reverend Mr. Prinseps, at Bicester, in Oxfordshire, whence he was removed to Winchester. As it was the intention of Sir John's relations that he should be sent to one of the Universities, a private tutor was afterwards appointed; but so strong an inclination for the Navy pervaded his youthful mind, that notwithstanding many urgent persuasions to the contrary, Sir John at length entered on board the Alderney sloop of war, then commanded by Capt. James O'Hara;—stationed at Yarmouth, and Shetland, to protect the Fisheries. Our young mariner, who had thus displayed such an early inclination for a profession he has since so much adorned, continued in the Alderney sloop, and the Marlborough to which he was afterwards appointed, nearly three or four years; under the immediate patronage of the lamented Lord Howe; and afterwards at the request of his friends went to Emanuel College Cambridge. He pursued the academical studies under his tutor Dr. Farmer; and having taken the degree of Master of Arts, left the university on a tour through some of the most interesting parts of the continent.

At the commencement of the American war, Sir John Borlase Warren, who had previously been elected a Member of Parliament, still glowing with the same zeal for the British Navy, immediately returned to its professional duties; and, during the year 1777, embarked in the Venus frigate, commanded by Captain Williams\*. This Ship being soon ordered to join his old patron, Lord Howe, on the American station, Sir John was next placed by him in the Apollo frigate, under that brave, and excellent Officer Captain

\* Now Vice-Admiral.



Pownall; and continued with him until the usual period of service was complete: being then appointed Fourth Lieutenant of the *Nonsuch*, 64 guns, Commodore Walter Griffith\*, Sir John was present in the fleet when the gallant Lord Howe was opposed to the squadron under D'Estaing.

Upon his return to England, Lieutenant Warren, during the year (1779,) was appointed first of the *Victory*, with Sir Charles Hardy's flag on board; who on the resignation of Admiral Keppel was made Commander in Chief of the Western Squadron: Admiral Kempenfelt served under Sir Charles as Captain of the Fleet. On the sixteenth of July in the same year, Lieutenant Warren, having been advanced to the rank of Commander, was appointed to the *Helena* sloop of war; which had been taken from the French by the fleet off Ushant. Sir John received his commission as Post Captain, on the twenty-fifth of April, 1781, and was soon given the command of the *Ariadne*, 20 guns; which continued in the Downs, and on the North Sea station.

The first engagement in which Sir John Borlase Warren was present, after attaining his Post rank, was with a French frigate, *L'Aigle*, 44 guns, and 400 men, then fitted out as a privateer from Dunkirk. The enemy having borne down, an action commenced, which continued for fifty minutes; when *L'Aigle*, who had lost many of her crew, hauled her wind from the *Ariadne*, and by superior sailing reached St. Maloes in safety. Captain Warren was afterwards appointed to the *Winchelsea* frigate, 32 guns, attached to the fleet in the North Sea under Sir John Lockhart Ross. The *Winchelsea* being stationed to watch the Dutch fleet off the Texel, took three privateers.

On the cessation of hostilities by the general peace, which was concluded in (1783,) Sir John Warren returned to the domestic comfort of his family: having married the

\* Of an ancient Welch family.—Promoted to the rank of Lieutenant, May 7, 1755; advanced to Post rank on the eleventh of December, 1759. He was killed by the last broadside, whilst commanding the *Conqueror*, during a most gallant action with three French ships in Port Royal Bay, December 18, 1778.

youngest daughter of General Sir John Clavering, K. B. and Lady Diana \*. During the peace, the active mind of Sir John Warren eagerly seized the first opportunity that offered to renew the duties of his profession : he was accordingly twice at sea ; first as a volunteer, with the Honourable George Berkeley, June 1787, in a squadron of evolution ; consisting of six ships of the line, besides frigates, under Vice-Admiral the Honourable Commodore Leveson Gower, who had hoisted his broad pendant on board the *Edgar*, of 74 guns ; and afterwards in the *Valiant*, 74 guns, with his Royal Highness the Duke of Clarence, having previously been appointed, together with Rear-Admirals Christian, and Pole, Groom of the Bedchamber to the Duke.

When the present eventful war commenced, in the year (1793), Sir John Warren commissioned the *Flora* frigate, 36 guns, then fitting at Deptford ; and sailed from Spithead in company with the *Inconstant* frigate, 36 guns, Captain Montgomery, as convoy to the Lisbon and Oporto ships ; accompanied by five sail of the line under Admiral Cosby. During the interval of the arrival of the convoy, and its departure, the two frigates cruised off the coasts of Spain and Portugal, Sir John Warren, in the *Flora*, having chased a frigate into L'Orient, which escaped, captured L'Affamée privateer on his return to Lisbon. The *Inconstant*, he found, had returned home, after taking four or five prizes ; three of which being left, accompanied the Ships to England. The *Flora*, in company with the *Druid*, 32 guns, Captain J. Ellison, and *Fury* sloop, 14 guns, Capt. F. Sotheron, safely escorted the two convoys, consisting of ninety-seven sail ; and arrived with them in the Downs during the month of October in the same year.

The *Flora*, in November, received orders to hoist Rear-Admiral M'Bride's flag, who came round in the *Sheerness*, 44 guns, to Spithead. A squadron of several frigates was placed under the Admiral's command ; among whom were

\* Lady Diana West, who married Sir John Clavering, was the daughter of Earl Delawarr.

the *Crescent*, 36 guns, Sir James Saumarez; the *Melampus*, 36 guns, Captain Coffin; and the *Arethusa*, 38 guns, Sir Edward Pellew: a body of British troops were embarked, consisting of six, or seven thousand men, with some French corps, under the command of the Earl of Moira, to be escorted to Guernsey and Jersey, in order to assist the Royalist army; which had penetrated to Granville, Arranches, and Dol, opposite to the above islands, under the Generals L'Escure, Charette, Talmont, and others. Several Officers of high rank, both English and French, embarked in the *Flora*—Earl Moira; Generals Crosby, Hunter, and Grant; Comtes D'Hervilly, Conway, and St. Vincent. Four thousand men were landed in Guernsey, and continued on the island nearly two months: they were afterwards brought over, and disembarked at Cowes; and cantoned with several Hessians in the Isle of Wight, under the command of Earl Moira. Admiral M'Bride's squadron being attached to this expedition, continued also there until the arrival of the *Cumberland*, 74 guns, when the Admiral removed his flag to that Ship; and sent the *Flora*, *Crescent*, *La Nymphe*, *Druid*, and *Fury* sloop, on a cruise off the coast of France, under the orders of Sir John Warren; who captured *La Vipere* National corvette brig, 18 guns, and 110 men, off Havre de Grace; and drove two other cruisers of the enemy into that port.

The *Flora* from this time continued for several months attached to the squadron under Admiral M'Bride, cruising off Cherburgh, Havre de Grace, and St. Maloes; until they at length came into Cawsand Bay. Sir John Warren was soon dispatched in the *Flora*, by the Admiral, on a second cruise, as Commodore; with the *Arethusa*, Sir E. Pellew, *Concorde*, 36 guns, Sir Richard Strachan, *La Nymphe*, 36 guns, Captain George Murray, and the *Melampus*, Captain Thomas Wells, to cruise off Cherburgh, and the islands of Guernsey, and Jersey; as a squadron of French frigates from Cancale Bay, had captured many of our merchantmen in the Channel; and had engaged, and nearly

captured the *Hinde*, 28 guns, near Portland, commanded by Captain P. Durham. This French squadron \* was composed of the best sailing, and most powerful frigates, in their Navy ; and had also been manned with the prime of their seamen : it in general rendezvoused at Cherburgh, or Cancale, and thus greatly annoyed the commerce of Great Britain. One of them, *La Carmagnole*, some weeks previous to the sailing of Commodore Warren's squadron, ran ashore during a chase, and bilged.—Having steered for the Seven Islands, on the coast of Brittany, Sir John, by the twenty-third of April (1794), before day-break, discerned the remaining Ships of the French squadron standing out from Cancale Bay to cruise ; in expectation of intercepting the trade from Cork, convoyed by the *Aurora*, 28 guns, Capt. W. Essington. The Republican Officers received the most correct information of the sailing of the above Ships from Paris ; which it appears was conveyed to France by their various emissaries then in London. The engagement lasted nearly three hours ; and gloriously terminated in adding to the British Navy, *La Pomone*, one of the finest frigates ever built in France, 44 guns, twenty-four pounders, 400 men ; *L'Engageante*, 34 guns, and four carronades, with 300 men ; and *La Babet*, 22 guns, nine pounders, 200 men : another frigate, *La Resolue*, escaped, by outsailing the *Melanpus* and *Nymphe*, who chased her into Morlaix. The French Commodore, Monsieur Desgarceaux, had been an officer in the old marine of his country ; he was killed by the second broadside from the *Flora*, who led, seconded by the *Arethusa*, Sir E. Pellew, and was gallantly supported by the other British Ships. We subjoin the official narratives of the above engagement by Sir John Warren, and Sir Richard Strachan —

|                                          |   |   |   |    |
|------------------------------------------|---|---|---|----|
| • It consisted of <i>La Carmagnole</i> , | - | - | - | 50 |
| <i>La Pomone</i> ,                       | - | - | - | 44 |
| <i>L'Engageante</i> ,                    | - | - | - | 36 |
| <i>La Resolue</i> ,                      | - | - | - | 36 |
| <i>La Babet</i> ,                        | - | - | - | 22 |

With a brig, and cutter.



SIR,

*Flora, at Sea, April 25, 1794.*

In pursuance of your orders, I proceeded with the Ships named in the margin \*, to cruise on the coast of France; and on the twenty-third instant, from variable winds, being to the westward of Guernsey, Rock Dove † bearing E. by S. four or five leagues, the Seven Islands S. S. W. four or five leagues, Guernsey N. E. half east seven or eight leagues; I discovered, at four in the morning, four sail standing out to sea upon the larboard tack, the wind S. S. W.; and, as the morning began to break, I saw from their manœuvres, and firing of guns, they were some of the enemy's Ships of war. They soon afterward appeared in a line of battle on the larboard tack: and, as our Ships, from having chased, were not collected, I made the signal to form in succession. We crossed each other on contrary tacks, and the enemy began an action at a considerable distance; their sternmost Ship having passed over, they again tacked; but the wind changing two points in our favour, I perceived it was impossible to weather them; and therefore made the signal for the ships to engage as they came up, so as to prevent the enemy gaining their own shore, and to oblige them to come to a close action: I am happy to say we succeeded in this object.

The Engagement lasted nearly three hours, when two of the Ships struck. I then made the signal for those who were coming up to pursue and engage the enemy; as, from the situation of this Ship, having led the line into action, she was incapable of continuing the pursuit.

I am much indebted to Sir Edward Pellew, in the *Arethusa*, who was my second astern, and to the other Officers and Ships under my command, who exerted themselves in engaging and pursuing the enemy.

The French squadron consisted of *L'Engageante*, 36 guns, eighteen pounders, 300 men, Monsieur Desgarceaux, Chef d'Escadre; *La Pomone*, 44 guns, twenty-four pounders, 400 men; *Le Resolue*, 36 guns, eighteen pounders, 320 men; *La Babet*, 22 guns, nine pounders, 200 men: they sailed from Concale Bay the evening before we met them.

I owe every obligation and acknowledgment to the Officers and crew of this Ship, for their zeal and exertions upon this and every former occasion in the service of their King and Country; and trust you will recommend them to their Lordships' notice and protection.

Enclosed are lists of the killed and wounded, and also of the Ships taken from the enemy. I have the honour to remain, &c.

JOHN BORLASE WARREN.

\* *Arethusa*, *Melampus*, *La Nympe*, *Concorde*.

† *Rock Dove Rocks*, a large ledge of rocks more than a league in length about seven leagues at S. S. W. from Guernsey.

*A List of the Killed and Wounded on board his Majesty's Ships Flora and Arethusa on the 23d of April 1794.*

*Flora*—One seaman killed, three ditto wounded.

*Arethusa*—One Master's Mate killed, two seamen killed; five seamen wounded.

*A List of the Killed and Wounded on board the Conventional Frigates La Pomone and La Babet, on the 23d of April 1794.*

*La Pomone*—Between 80 and 100 killed and wounded.

*La Babet*—Between 30 and 40 killed and wounded.

*Rear-Admiral Macbride, &c.*

SIR, *La Concorde, Plymouth Sound, April 25th, 1794.*

I have the honour to acquaint you of my arrival here with his Majesty's Ship under my command, with a French frigate, which we took in the afternoon of the twenty-third instant. The early transactions of that day have been detailed to you by Sir John Warren; but as the *Flora* was at too great a distance to observe my proceedings in the afternoon, I beg to relate the particulars of my conduct from the time we passed the *Pomona* after she had surrendered.

About eleven A. M. we were near enough to receive and return the fire of the enemy's two frigates, which were making off. It was my intention to endeavour to disable the sternmost, and leave her to the Ships of his Majesty which were following us, and push on to attack the leading Ship; but in this I was disappointed, for the leading Ship bore down, and closed to support her second; and laying herself across our bows, soon disabled us in our sails and rigging so much, that we dropped astern.

We soon got our sails on the Ship again, and I purposed to keep the enemy's two Ships in check till ours arrived, as the only means of taking them both; but finding the day far advanced, and little probability of our being assisted, as our Ships rather dropped; and expecting our maintop-mast, which was shot through, to go every minute; knowing that if our mast went, both the Ships must escape; I determined to secure the one I was nearest. She was assisted for some time by her second; but changing sides in the smoke, it prevented her from annoying us. She was defended with the greatest bravery from twelve till a quarter before two P. M. when being silenced, and totally unmanageable, they called they had surrendered. She proved to be *L'Engageante*, of 34 guns, and four carronades, with 300 men.

The other frigate, *La Resolue*, after firing a few shot, stood on, and our Ship, much cut up in our sails and rigging, was not in a condition to follow her.

The mast of L'Engageante, in the evening, as we attempted to tow her, fell; and expecting ours to go also, I availed myself of seeing the Nymphe and Melampus returning from the chase of the Resolute, to make the signs for assistance. The Nymphe joined us at night, and we steered for this port.

I must request you will please to inform their Lordships, that the zealous, cool, and steady conduct of the Officers and ship's company was highly meritorious in the action: and their efforts in refitting the Ship, after the fatigue they had experienced, exceeded any exertion I ever saw before. As the First Lieutenant, Charles Apthorp, was mostly with me, I had an opportunity of observing the spirit of enterprise which pervaded his conduct, and I must acknowledge the great assistance he was of to me, from the able manner in which he performed the various duties I employed him upon; and am convinced also of the good conduct of Lieutenants Boys and Evans, who commanded on the main deck.

I have the honour to be, &c.

R. STRACHAN.

His Majesty, soon after this action, which gave a severe blow to the pride and confidence of the enemy, was pleased to create Sir John Warren one of the Knights of the military order of the Bath\*.

\* As many of our Naval Officers have received this honour, some short account of the Order may be acceptable. Edmondson informs us, that according to *William Camden* and *Jean du Tillet*, there is reason to suppose it was established among the old Franks, or inhabitants of lower Germany; with whom the Saxons had the same common descent; and who, on their settlement in England, introduced the same Order of knighthood. Whenever this honour was conferred, many solemn rites were observed: the Knights previous to their vigils bathed, to mark a pure mind; from which practice they were denominated Knights of the Bath.

George the First, by his letters patent, bearing date at Westminster May the eighteenth, in the eleventh year of his reign (1725), created a Military Order of knighthood to be, and for ever then after to be called by the name of THE ORDER OF THE BATH; to consist, exclusive of the Sovereign, of a Grand Master, and thirty-six Companions.

We took an early opportunity (Vol. I. p. 23) to mark the glorious occasion which the present war afforded of creating an Order of NAVAL, as well as Military Merit; *Knight of the Standard*, *Knight of the Red Cross*, or *Knight of the Golden Anchor*; are titles that would carry with them something more appropriate, and more elevating, than the ancient Orders: such an idea once prevailed; we trust it is not entirely abandoned. Louis XV. in the year 1759, instituted an Order of Military Merit in France—the prevailing character of that country being military. It is however curious, that the Order was created

During the continuance of the war, Sir John Warren has enjoyed the blessing of being continually employed; and in a manner the best calculated to afford satisfaction to an active spirit: neither want of health, nor any untoward combination of events, has ever operated to retard that zealous spirit of enterprise, which in common with the other brave, though often unheard of Officers in the profession, so powerfully actuates his mind—

As in the hollow breast of Appenine,  
Beneath the shelter of encircling hills,  
A myrtle rises, far from human eye:  
*So merit often blooms, unseen by all!*

THOMSON.

The Flora, soon after the preceding event, with the *Arctusa*, Sir E. Pellew, and the *Melampus*, Captain Sir R. J. Strachan, was detached from Admiral M'Bride's squadron on a separate service; and cruised off the western coasts of Brittany and La Vendée. They at one time were obliged to steer through a part of the great convoy bound from America to France laden with provisions and corn; and this at a period of the enemy's principal distress:—the three British frigates were pursued by *Le Jean Bart*, *Le Tigre*, and *Zelé*, of 74 guns, with three French frigates, for several hours; and although Sir John Warren passed within hail, and some of the Ships spoke the rear of the enemy's convoy, he escaped at length from a force so superior. The *Melampus* being afterwards ordered on other service; the *Flora* and *Arctusa* joined by the *Galatea*, 32 guns, Captain Keats; the *Diamond*, 38 guns, Sir Sidney Smith; the *Artois*\*, 38 guns, Sir Edmund Nagle; and the *Anson*, 44 guns, Captain P. Durham, were continually stationed in the Bay.

in favour of those Officers in his army who were Protestants: the motto was *PRO VIRTUTE BELLICA*; on the reverse of the ensign of the Order, was a chaplet of laurel. The Military Order of MERIT in Hesse Cassel, was instituted some years since by the Landgrave; the motto is—*VIRTUTE ET FIDELITATE*; it is worn at the button hole, pendant to a blue ribband, edged with silver. The Order of Merit in Prussia was instituted by Frederick, with the motto *POUR LE MERITE*. It is worn round the neck, pendant to a black ribband, edged with silver.

\* Since lost on the coast of France, July 31, 1797.



Sir John Warren in the month of June (1795) received orders to hoist his broad pendant in *La Pomone*, 44 guns, as Commodore of an expedition that had been planned against the French coast. Fifty sail of transports were attached to the squadron\*, having on board nearly three thousand emigrant troops, under the command of Comtes de Puysaye, and D'Hervilly. The whole force sailed from Yarmouth Roads, Isle of Wight, and joined the WESTERN SQUADRON off Ushant, under that gallant veteran Earl Bridport. Here they continued until they made the Penmarks; when the fleet hauled their wind to the northward, and the Ships under Sir John Warren continued steering for the island of Belleisle. The ensuing evening the *Galatea*, Captain R. G. Keats, having been sent into Quiberon Bay, was chased by the French fleet under Admiral Villaret Joyeuse, who soon afterwards hove in sight. Commodore Warren immediately threw out the signal for the whole convoy to wear, and the *Concorde* to lead them; and for the line of battle Ships, and frigates, to form in the rear.

A *chasse marée* that had accompanied the *Galatea*, having been ordered by Captain Keats to look out for the fleet under Lord Bridport, had been successful in joining; and thus communicated the important intelligence to the Commander in Chief: the *Thunderer*, and the *Experiment* lugger had also been detached by Sir John Warren, for the same purpose, and to acquaint the Admiral of the situation of the convoy.

Early on the following morning Lord Bridport, with his usual zeal, was discerned under a press of sail. Sir John

\* The squadron consisted of the following Ships;

|            |          |                                |
|------------|----------|--------------------------------|
| Robust,    | 74 guns, | Captain E. Thornborough,       |
| Thunderer, | 74       | A. Bertie.                     |
| Standard,  | 64       | J. Ellison.                    |
| La Pomone  | 44       | Sir John Borlase Warren, Bart. |
| Anson,     | 44       | P. C. Durham,                  |
| Artois,    | 38       | Sir E. Nagle.                  |
| Arethusa,  | 38       | M. Robinson.                   |
| Concorde,  | 36       | A. Hunt.                       |
| Galatea,   | 32       | R. G. Keats.                   |

*With six Gun Boats and Cutters.*

Warren detached, according to orders, the remaining line of battle Ships from his squadron to join his Lordships: they however could not come up until the Action \* off L'Orient,

\* For particulars of this brilliant event, vid. Nav. Chron. Vol. I. pages 279, 280, 281—300. The following is the official letter from his Lordship, which we have not before inserted:

SIR,

*Royal George, at Sea, June 24th, 1795.*

It is with sincere satisfaction I acquaint you, for the information of the Lords Commissioners of the Admiralty, that his Majesty's squadron under my command attacked the enemy's fleet, consisting of twelve Ships of the line, with eleven frigates and some smaller cruisers, on the twenty third instant, close in with Port L'Orient. The Ships which struck are the Alexander, Le Formidable, and Le Tigre, which were with difficulty retained. If the enemy had not been protected, and sheltered by the land, I have every reason to believe that a much greater number, if not all the line of battle ships, would have been taken or destroyed. In detailing the particulars of this service, I am to state, that on the dawn of day on the twenty-second instant, the Nymph and Astrea being the look out frigates ahead, made the signal for the enemy's fleet. I soon perceived there was no intention to meet me in battle; consequently I made the signal for four of the best sailing ships, the Sans Pareil, Orion, Russel, and Colossus, and soon afterwards for the whole fleet to chase, which continued all that day, and during the night, with very little wind.

Early on the morning of the twenty-third, the headmost ships, the Irresistible, Orion, Queen Charlotte, Russel, Colossus, and Sans Pareil, were pretty well up with the enemy, and a little before six o'clock the action began, and continued till nine o'clock. When the ships struck, the British squadron was near to some batteries, and in the face of a strong naval port; which will manifest to the public the zeal, intrepidity, and skill of the Admirals, Captains, and all other Officers, seamen, and soldiers, employed on this service; and they are fully entitled to my warmest acknowledgments.

I beg also to be allowed to mark my approbation, in a particular manner, of Captain Domett's conduct, serving under my flag, for his manly spirit, and for the assistance I received from his active and attentive mind. I feel likewise great satisfaction in doing justice to the meritorious conduct of the Officers of every class, as well as to the bravery of the seamen and soldiers in the Royal George, upon this and upon former occasions.

I judged it necessary, upon the information I had received of the force of the enemy, to put the *Robert*, *Thunderer*, and *Standard*, into my line of battle; but their distance from my squadron, and under the circumstance of little wind, they could not join me until after the Action was over.

I shall proceed upon my station as soon as I have ordered a distribution of the prisoners and other necessary arrangements for the squadron. It is my intention to keep at sea to fulfil every part of my instructions.

I have judged it necessary to send Captain Domett with my dispatches, who will give their Lordships such farther particulars as shall have occurred to him on the victory we have gained.

on the twenty-third of June, 1795, had terminated with such an addition of glory to the British Navy.

Commodore Warren pursued his course to QUIBERON BAY; and notwithstanding the thick weather which came on, anchored between its entrance, and Belleisle. As the subsequent events of this Expedition have been strangely misrepresented, and as it is of consequence to the history of the present war that they should be fairly stated; we shall now proceed to detail them from original documents, on which our readers may rely.—On the twenty-first of June the convoy stood up the Bay, when several Royalist Chiefs came on board; and in the evening preparations were made to effect a landing, which took place soon after day-break the next morning, at the village of Saint Genes; where the whole emigrant force was landed, without the loss of a single man. Two hundred Republican troops, who made an appearance of opposing the disembarkation, were driven back with loss: in their retreat they fell in with a column of seven hundred Chouans, under the command of the Chevalier Tintiniac, by whom they were roughly treated. The naval force, under Sir John Warren, for the space of a fortnight was employed in landing arms and ammunition for sixteen thousand Royalists, who had joined the Army; and who were sent in different divisions up the country. Both the English, and the Emigrants, were received by the inhabitants with every mark of kindness and regard. A small expedition also took place up the river Vannes, under Captain A. Bertie, with four gun boats; which succeeded in destroying a sloop of war, and a cutter; some merchant vessels were also captured.

You will herewith receive a list of the killed and wounded, with the Ships they belonged to, and the Commanders names.

I am, Sir, &c.

*Evan Nepean, Esq.*

BRIDPORT.

*N. B.* I am happy to find by the report made to me, that Captain Grindall's wounds are not dangerous.

The Generals at length projected an attack on the Peninsula of Quiberon; a very strong and singular position. It runs southward from a point of the main land, between Port Louis, and Morbain; and is about three leagues from the east end of Belleisle. Commodore Warren in consequence of this determination, disembarked two thousand Royalists, and five hundred emigrant troops, under Monsieur de Puyssaye; to which three hundred British marines were added by the Commodore, with whom he himself landed. The whole force then moved toward the fort; which being invested on the other side by General D'Hervilly, with two thousand emigrant troops, and five or six thousand Royalists, newly armed and cloathed, the garrison surrendered prisoners of war to the amount of six hundred men, who were sent to England. The place was immediately garrisoned by the emigrant troops.

Stores, ammunition, and provisions, were landed without delay, in consequence of the very earnest requests from the Generals: the force of the Royalists, after penetrating to Vannes, Auray, Pentivi, and within a few miles of L'Orient, became contracted, on the approach of General Hoche; who was collecting two columns, of eight or nine thousand men each, from Nantz, and La Vendée; together with the seamen and marines of the fleet, that had been so gallantly defeated and followed into the very mouth of the harbour of L'Orient by Lord Bridport. In this position the force of the Royalists continued until the sixteenth of July, 1795; when another plan of attack, previously concerted between the Generals, took place. The garrison, consisting of three thousand emigrant troops under General D'Hervilly, and a body of Chouans, marched out; and attempted to gain the right flank of Hoche's army, which was posted on the heights of Saint Barbe.

Commodore Sir John Warren landed a second body of Chouans, under Monsieur Vauban, on the left flank of the enemy; supported by two hundred marines: but the main



object not succeeding, and the attack having commenced by the troops under Generals D'Hervilly and Puysaye, the marines and Chouans were re-embarked, and drawn up in the trenches at Fort Penthievre. Sir John Warren then observing that the enemy was in pursuit of the emigrant troops, who appeared broken and retreating, brought five launches, each carrying an eighteen, or twenty-four pounder, within a small distance of the beach. The fire from the launches greatly distressed the flank of the enemy's column; and thus checking their career, gave time for the emigrant troops to rally, and make good their retreat into the fort.

From the unfavourable issue of this attack, and the General D'Hervilly being wounded, desertion became frequent, and continued in an alarming degree among the troops. General Hoche had also obtained, through means of the deserters, or inhabitants who favoured him, intelligence respecting the garrison: in consequence of which the place, although of great strength, was surprised and taken by treachery after being a month in our possession—one part of the garrison actually joined the enemy, and fired on the other. At two o'clock in the morning, the sound of guns, and flashes of musquetry, informed the squadron that an attack had commenced on the fort; but as it blew a gale of wind at N. W. directly off shore, with rain and dark weather, it was impossible to approach the coast, though only at three miles distance. When the day at length broke, the signal was thrown out for the men of war to slip their cables, and work up to a part of the peninsula, the S. E. point, which it seemed possible to reach: but in their progress thither, an Aid de Camp informed Sir John Warren that the fort had been taken; and that the Emigrant General wished the troops to be disembarked. To effect this, the frigates were immediately brought as near the shore, as the depth of water would admit; the Lark sloop of war, with a gun-boat, being stationed close to the beach:—under the direction of Captain Keats, with the joint exertions of the Officers and men of the squadron, eleven hundred troops, and two thousand four hundred

Royalist inhabitants were brought off by the boats of the squadron, with a spirited fire from the Ships. The remainder of the emigrant force, with their gallant commander SOMBREUIL, after covering the retreat; although earnestly solicited to embark, and even favoured to do so by Hoche; threw themselves into a fort, and were instantly surrounded by the Republicans. It seemed to be the general wish that the brave Sombreuil might be saved: terms were accordingly offered, which allowed himself and his gallant followers to embark, on the fire ceasing from the frigates: for this purpose several messengers went on board *La Pomone*, with the Officer who was second in command under Sombreuil, and at their request the firing ceased. Captain Keats being dispatched in a few hours afterwards with a flag of truce, to claim the emigrant Officers, and troops who had thus capitulated, on the faith of Republicans, the whole was peremptorily denied: Hoche had left the place with Tallien and Blad from the Convention, for Auray and L'Orient. The brave and universally lamented SOMBREUIL, suffered by the orders of the miscreant *Le Moine*, a Republican General; notwithstanding his own grenadiers affirmed to the last, that the terms claimed had been agreed to. The whole was, however, disavowed by *Le Moine*; and owing to this notorious breach of national honour, many Officers and men were destroyed.

Thus terminated an Expedition, which at first promised to strengthen the cause of the Royalists, and to arrest the career of the general enemy. Everything that valour or perseverance could effect, was attempted both by the British squadron, and the emigrant force; the event however was melancholy and unsuccessful: and consequently every exertion has been made both by the great vulgar and the small, to cast an obloquy on the whole transaction; and to draw such inferences from it, as not only reflect disgrace on the original projectors, but even tend to tarnish the approved humanity, and integrity of the British character.

Commodore Sir John Warren next proceeded to take possession of the islands of Hedic, and Houac, in the bay of Quiberon; in order to refresh the troops, and to continue his assistance to the Cause of the Royalists by every means that offered. A body of two thousand Chouans who had been brought off from Quiberon, having been landed at their own request near L'Orient, penetrated into the adjacent country.

The British squadron was afterwards joined by several transports, with four thousand British troops on board commanded by General Doyle, and also the Jason frigate, 38 guns, Captain C. Stirling, having on board his Royal Highness Monsieur (Comte D'Artois) and suite, with the Duc de Bourbon. The whole force then proceeded to the Bay of Bourneauf, southward of the south point of the entrance of the Loire; and after examining the state of Noirmoustier Island, which is only separated from the main land by a narrow channel, they took possession of Isle Dieu, about five leagues at S. by W. from the island of Noirmoustier. An high raging sea, which comes boiling and roaring up, as if it ascended from some subterraneous passage under the island, renders its roadsted a bad one: the troops however were disembarked, and a communication was attempted to be opened with the Royalists in La Vendée. Here the British troops continued for near three months: when in consequence of orders from Rear-Admiral Harvey, the Commodore proceeded, late in the year 1795, with his squadron to Isle Dieu, having been joined by some Ships of the line, and brought off the whole of the army, and all the stores, with only the loss of six flat-bottomed boats: thus the island was evacuated, after destroying all the artillery on its coast.

From this period Sir John Warren was employed as Commodore in continual and successful cruises off the coast of France, from the Port of Falmouth, under the immediate orders of the Admiralty. The situation of this port \* at the

\* A view of this port is subjoined.

entrance of the Channel, is of the utmost importance to the trade of Great Britain. The enemy's convoys destined to bring provisions, ammunition, and supplies for the French fleet in Brest, were thus continually intercepted: from the success of this squadron, and the division of Ships under Sir E. Pellew, the French fleet were often kept in harbour for want of stores. La Pomone, Galatea, Anson, and Artois, at one time fell in with a convoy of no less than seventy sail going for provisions, under escort of La Tribune, Proserpine, Thames, Coquille, Cygoïn, and L'Etoile: an engagement immediately ensued; but the enemy escaping through the Raz Passage, between the offing of Douarne-Nez Bay on the N. E. and Hodierne Bay on the S. E. the only Ships taken were L'Etoile, and four merchantmen: for the protection the trade and commerce of Great Britain had thus received from the squadron under Sir John Warren, the *Committee of Merchant Seamen for the Encouragement of the Capture of the Enemy's Privateers*, presented the Commodore with a sword of the value of one hundred guineas.

In consequence of a change which took place in the arrangement of THE CHANNEL FLEET, the Ships under Sir John Warren were attached to it, and placed under the orders of the Commander in Chief Lord Bridport: after attending for some time the motions of the enemy in Brest, the Commodore's Squadron became entirely dispersed. The following is a correct statement of the loss which the enemy sustained by the Ships under Sir John Warren:

|    |                                                      |                                                                                                                                                                                       |
|----|------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 23 | Neutrals detained, and part of each cargo condemned. |                                                                                                                                                                                       |
| 87 | Merchantmen captured.                                |                                                                                                                                                                                       |
| 54 | Merchantmen destroyed.                               |                                                                                                                                                                                       |
| 25 | Ships and vessels of war captured.                   |                                                                                                                                                                                       |
| 12 | Ships and vessels of war destroyed.                  |                                                                                                                                                                                       |
| 19 | Vessels recaptured.                                  | <div> <div></div> <div> <div>14</div> <div>3</div> <div>1</div> <div>1</div> </div> <div> <div>English.</div> <div>Spanish.</div> <div>Dane.</div> <div>American.</div> </div> </div> |

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225 Total.



During the year 1797 Sir John Warren was appointed to the *Canada*, 74 guns, which was attached to the Western Squadron under Lord Bridport. Being stationed off Brest, with the *Robust*, 74 guns, Captain E. Thornbrough, and the *Amelia* frigate, 44 guns, Captain the Honourable C. Herbert, to watch the motions of the enemy then on the eve of sailing, Sir John Warren happened to be off *Le Bec de Chevre* in *l'Iroise Passage*, at the very instant when the enemy at day break attempted to come out; on seeing the detached Ships from the Western squadron, they immediately returned into the harbour; in effecting which, *La Fraternité*, and another of their frigates, ran foul of each other, and were considerably damaged.

At the close of the glorious year \* 1798, Sir John Warren received orders from Vice Admiral Sir Alan Gardner in Cawsand Bay, to proceed with the *Foudroyant*, 80 guns, Captain Sir T. Byard, the *Robust*, 74 guns, Captain E.

\* During the month of March, 1798, the following Official Letters were sent from Sir John Warren.

TO EVAN NEPEAN, Esq

" *Pertuis d' Antioche*, March 14, 1798.

" I beg leave to inform your, that on the night of the thirteenth instant, I stood into the *Pertuis d' Antioche*, with his Majesty's Ships under my orders; and anchored near *Basque Roads*; and have the satisfaction of acquainting you, that the boats of the squadron captured the vessels mentioned in the list which accompanies this letter."

The list of captures contains five brigs and four *chasse marées*, bound from *Bordeaux* to *Rochefort*, laden with wine, brandy, &c.

TO ADMIRAL LORD BRIDPORT.

" *Canada*, *Plymouth Sound*, March 3<sup>d</sup>, 1798.

" I beg leave to inform your Lordship, that on the twenty-second instant. at seven A. M. the *Anson* having discovered a sail in the east quarter, which appeared to be a large frigate, I made the signal for a general chase, and continued the pursuit with variable winds until half past twelve at midnight; when Captain Stopford, in the *Phaëton*, brought her to action. The enemy endeavoured to escape into the river *Garonne*, but struck upon the *Olive Rocks*, near the *Cordovan Light-house*:—she was left by most of her crew, who had previously thrown her guns overboard. The ship being bilged, and having otherwise suffered much, it is probable from the situation she remained in, it will not be easy to get her off. I have the honour to be, &c.

" JOHN BORLASE WARREN."

Thornbrough, and Magnanime, 44 guns, Captain the Honourable M. de Courcy, in search of the enemy's squadron, that had escaped from Brest. The Commodore immediately sailed; and struggling with unfavourable weather, arrived with his squadron off the coast of Ireland, without falling in with a single vessel of war: he then proceeded with a press of sail to the N. W. along shore.

Intelligence of the probability of the enemy's appearance off Black Sod Harbour, having been communicated by the Kangaroo brig, 18 guns, Captain E. Brace, the Commodore remained for some days off the harbour, and Achile Head; when standing further to the northward, on the eleventh of October, the Squadron under Monsieur Bompard, consisting of one Ship of the line, the Hoche, and eight frigates, a schooner, and a brig, with troops and ammunition on board destined for Ireland, at length appeared in sight. The following is the official account as sent to Vice-Admiral Kingsmill:

SIR, *Canada, Lough Swilly, Ireland, 16th October 1798.*

In pursuance of the orders and instructions I received by the Kangaroo, I proceeded with the Ships named in the margin (Canada, Robust, Foudroyant, Magnanime) off Achile Head; and on the tenth instant I was joined by his Majesty's Ships Melampus and Doris; the latter of whom I directed to look out for the enemy off Tory Island and the Rosses: in the evening of the same day, the Amelia appeared in the offing; when Captain Herbert informed me he had parted with the Ethalion, Auson, and Sylph, who with great attention had continued to observe the French squadron, since their sailing on the seventeenth ult. In the morning of the eleventh, however, these two Ships also fell in with us; and at noon the enemy were discovered in the N. W. quarter, consisting of one Ship of 80 guns, eight frigates, a schooner, and a brig. I immediately made the signal for a general chase, and to form in succession as each Ship arrived up with the enemy; whom, from their great distance to windward, and an hollow sea, it was impossible to come up with before the twelfth.

The chase was continued in very bad, and boisterous weather, all day of the eleventh, and the following night; when at half past five A. M. they were seen at a little distance to windward, the line of battle Ship having lost her main top-mast.

The enemy bore down and formed their line in close order upon the starboard tack ; and from the length of the Chase, and our Ships being spread, it was impossible to close with them before seven A. M. when I made the Robust's signal to lead, which was obeyed with much alacrity, and the rest of the Ships to form in succession in the rear of the van.

The action commenced at twenty minutes past seven o'clock A. M. the Rosses bearing S. S. W. five leagues, and at eleven, the Hoche, after a gallant defence, struck ; and the frigates made sail from us : the signal to pursue the enemy was made immediately, and in five hours afterwards three of the frigates hauled down their colours also ; but they, as well as the Hoche, were obstinately defended, all of them being heavy frigates, and, as well as the Ship of the line, entirely new, full of troops and stores, with every necessary for the establishment of their views and plans in Ireland.

I am happy to say, that the efforts and conduct of every Officer and man in the squadron seemed to have been actuated by the same spirit, zeal, and unanimity in their King and Country's cause ; and I feel myself under great obligations to them, as well as the Officers and men of this Ship, for their exertions upon this occasion ; which will, I hope, recommend them to their Lordships' favour.

I left Captain Thornbrough, after the action, with the Magnanime, Ethalion, and Amelia, with the prizes ; and am sorry to find he is not arrived ; but trust they will soon make their appearance.

I have the honour to remain, Sir,

Your most obedient humble servant,

JOHN BORLASE WARREN.

*P. S.*—The Ships with us in the action were, the Canada, Robust, Fondroyant, Magnanime, Ethalion, Melampus, and Amelia.

The Anson joined us in the latter part of the action, having lost her mizen mast in chase the day before.

I have sent my First Lieutenant Turquand to take the command of the Hoche.

The following states some particulars not mentioned in the Gazette :

*Dublin Castle, Oct. 18, 1798.*

*Extract of a Letter from Sir John Borlase Warren, to Lord Viscount Castlereagh, dated from his Majesty's Ship the Canada, in Lough Swilly, the 15th instant.*

MY LORD,

I take the liberty of communicating to you, for the information of his Excellency the Lord Lieutenant, that I fell in with the enemy's

squadron on the twelfth instant, the Rosses bearing S. S. W. five leagues, and, after an action which continued most of the day, four of their Ships struck their colours,

I believe a brig with Napper Tandy on board, was in company, as she left the French at the commencement of the business. The enemy's Ships had numbers of troops on board, arms, stores, and ammunition; and large quantities of papers were torn and thrown overboard after they had struck.

I am of opinion that few of the frigates which escaped will arrive in France, as they had received much damage in their masts and rigging; and, from the violent gales that followed the next day, they must be in a crippled state, and may in all probability be picked up by some of the squadrons on the coast of France, or by Admiral Kingsmill's cruizers. They had thrown every thing overboard, boats, spars, arm chests, &c.

I left the prizes with the Robust, Magnanime, Ethalion, and Amelia. The Hoche, of 80 guns, was one of the Ships taken.

I am, &c.

J. B. WARREN.

As the letters of Captains Moore and Countess afford a further account of this victory, and are referred to by Sir John Warren in a subsequent dispatch, they are next subjoined:

*Captain Graham Moore, Commander of his Majesty's Ship Melampus, to Sir John Borlase Warren, dated at Sea, off Lough Swilly, the 16th October, 1798.*

SIR,

I have the honour to inform you, that on the thirteenth instant, at midnight, being well up towards St. John's Point, we discovered two large ships close to us on our weather beam: on seeing us, they hauled up on the opposite tack. As I had not the least doubt of their being two of the enemy's frigates, we tacked, and closed with the nearest in an hour, going ten knots. After hailing and ordering her to bring to without effect, she trying to get away athwart our stern, we opened such a fire upon her, as completely unrigged her in about twenty five minutes, and forced her to bring-to and surrender: she proved to be La Resolue French frigate, commanded by Jean Pierre Barqueau, mounting 40 guns, and 500 seamen and troops on board; the other frigate was L'Immortalité, of 44 guns, twenty four pounders, on the main-deck, and 600 seamen and soldiers. She made several signals whilst we were occupied with her consort, but gave us no disturbance.



Both on this occasion, and during the action of the twelfth, the Officers, seamen, and marines, of his Majesty's Ship under my command displayed the utmost degree of zeal, alacrity, and gallant spirit; Mr. Martin (the First Lieutenant, an old and good Officer), with Lieutenants Price, Ellison, and Hole, of the marines, conducted themselves much to my satisfaction; and I experienced very great assistance from the steady good conduct of Mr. Emory, the Master.

As a very heavy gale of wind came on immediately after our boarding *La Resolue*, the Second Lieutenant Mr. John Price, with twenty one men, were all that could be thrown on board of her, with the loss of our two cutters. That Officer deserves very great credit for his active exertion in clearing her of the wreck of her masts and rigging, and in keeping company in so violent a storm; as our object was to disable our antagonist before her consort could assist her. *La Resolue* had only ten men killed, and a great number wounded; but I am inexpressibly happy to add, that in the action of the twelfth we had only one man wounded; and the affair of the thirteenth did not deprive their country of the services of a single man of the brave crew of the *Melampus*.

I have the honour to be, &c.

GRAHAM MOORE.

*Captain George Countess, Commander of his Majesty's Ship Ethalion,  
to Evan Nepean, Esq.*

*Plymouth Sound, November 8, 1798.*

I have to request you will be pleased to inform my Lords Commissioners of the Admiralty, that since my letter of the twenty-second of September, by Captain White, of the *Sylph*, I continued to watch the motions of the French squadron in his Majesty's Ship under my command (having with me the *Anson*, and *Amelia*) until the fourth of October at noon; when an hard gale of wind coming on, we lost sight of them in lat. 53 deg. 13 min. North, and long. 16 deg. 15 min. West. Sligo Bay bearing North 77 East, distance ninety-one leagues.

The wind being off shore, we carried sail to get in with the land, to give the necessary information. The *Amelia* separated on the night of the eighth: I had previously desired, in case of separation, each Ship to make the best of her way to give the alarm. On the eleventh we fell in with the squadron under Sir John B. Warren; but it blowing strong, could not get on board to communicate any intelligence; but seeing the *Amelia* with him, I was satisfied he had all the information I could give.

Soon after our joining the above squadron, the *Anson* made the signal for the enemy, whom we discovered coming down: but they

hauled to the wind on observing us. We chased, and kept close to them during the night; and next morning the attack commenced, which no doubt you have been fully informed of by Sir J. B. Warren. After the Hoche struck, we pursued the weathermost frigate, who was making off, and sailed very fast. After a considerable chase we came up with and engaged her: she made an obstinate resistance for an hour and fifty minutes after we got abreast of her, when she struck her colours, most of her sails having come down; and five feet water in her hold. She proved to be *THE BELLONE*, of 36 guns, twelve-pounders; having 300 soldiers on board besides her crew. The squadron chased to leeward; and of course we separated, being obliged to remain by the prize; and have been under the necessity of keeping the Sea ever since.

I cannot speak too highly of the bravery and conduct of all my Officers during the action, as well as of their extreme vigilance in watching them for seventeen days. Mr. Sayer, First Lieutenant, is in the prize; and I can with pleasure say, his Majesty has not a more zealous or a better Officer. We had one man killed, and three wounded. The enemy appear to have had twenty killed.

I have the honour to be, &c.

GEORGE COUNTESS.

On the sixteenth of October, the *Mermaid*, 32 guns, Captain Newman, fell in with *La Loire*, pierced for 50 guns, and mounting 46, one of the French frigates that had escaped from Sir John Warren; and though not successful in capturing her, the brave Commander \* and crew of the *Mermaid* particularly distinguished themselves. The *Loire*, after being thus crippled by the *Mermaid*, fell in with the *Anson*, 44 guns, Captain P. C. Durham: and after a second spirited resistance was by him taken.

On the eighteenth of November 1798, the following dispatch was forwarded by Sir John Warren to the Admiralty, dated from on board the *Canada*, Plymouth Dock.

SIR,

I have been waiting with great anxiety the arrival of the *Robust*, and *La Hoche* at this port, to enable me to make a return of the killed and wounded in the different Ships under my orders, upon the twelfth of October last; but as I understand those Ships may be still further

\* For an account of this action, vid. page 42 of the present volume.

detained by repairs at Lough Swilly \*, I send the inclosed, which it was impossible for me to obtain before the present moment, as the whole Squadron was separated in chase of the flying enemy, and have successively arrived at this Port; it was impracticable, therefore, to communicate the particulars to their Lordships sooner, or to state the very gallant conduct of *Captains Thornborough, and De Courcy*, in the *Robust* and *Magnanime*; who, from their position in the Van on that day, were enabled to close with the enemy early in the action; and were zealously and bravely seconded by every other Ship of the squadron; as well as by the intrepidity displayed by the *Anson* in the evening in obeying my signal to harass the enemy, and in beating off their frigates.

For further particulars, I refer their Lordships to the letters they may have received from *Captains Countess and Moore* of the *Ethalion* and *Melampus*.

I am happy in reflecting that so many advantages to his Majesty's arms have been purchased with so inconsiderable a loss in the Ships of the Squadron.

I have the honour to remain, &c.

JOHN BORLASE WARREN.

Sir John Warren, on his return from the coast of Ireland, was honoured with the freedom of the cities of London and Derry †; and received the thanks of the Houses of Lords and Commons of Great Britain, with those of the Irish Parliament. When the promotion of Admirals took place in 1799 on the memorable fourteenth of February, this distinguished Officer was advanced to the rank of Rear-Admiral of the Blue; and, for the first time during the present war, remained unemployed until the twenty-seventh of July in the same year; when he received orders to hoist his flag on board the *Temeraire*, 98 guns, lying at St. Helens. He sailed thence in a few days; and beat down Channel against a westerly wind to join the fleet in Torbay: apprehensions being entertained that the French had escaped out of Brest.

\* View of the coast of Lough Swilly, and the *Hoche* in tow of the *Doris* frigate, page 129. Plate 28.

† He was also elected a member of the *Salter's Company*.

On the second of August 1799, Rear-Admiral Warren being off Ushant, under Lord Bridport, and standing down with the advanced Squadron to the Passage du Raz, discovered the Spanish Ships from Rochfort, on the other side of the Saints: having made the signal, the wind not allowing the British Ships to go through the passage (although it was favourable for the Spaniards, who thus would soon have gained Brest, or joined the French Squadron, then under weigh in *Bertheaume Road*) the Temeraire stood round the Saints after the enemy, who had hauled their wind, and made sail. Although Rear-Admiral Warren was afterwards detached by the Commander in Chief in search of the Spanish Ships, they escaped; and arrived at Ferrol two days prior to the appearance of the British Squadron off that Port.

Sir John Warren on the return of the Channel fleet to Torbay, in the month of October, 1799, shifted his flag to the *Renown*, a new Ship, of 74 guns; and except an absence of a few weeks, has been with a division of the WESTERN SQUADRON, under Sir Alan Gardner, during the whole of the preceding winter.

To delineate the Character of Rear-Admiral Sir John Borlase Warren in a few words:—He early entered into the glorious service of the BRITISH NAVY through inclination; and the same zeal which first induced him to encounter the perils of the Ocean, has throughout animated his mind to overcome them. He possesses the sincerity of a Seaman; without any of the roughness of the old School; and displays the elegance of a man of fashion, without dissipation, or duplicity. To strangers he has sometimes the appearance of a distant reserve; to his friends his manner is open, and impressive. He feels the honest ambition that impels the Brave, without the parade or boast of vanity: he commands without asperity; and gains obedience and respect, without the influence of terror; his courage proceeds from a mind that is improved, and is therefore uniform; his prin-



ciples are founded on the basis of Christian Faith, and are therefore stedfast :

These cheer his rural ; and sustain or fire,  
 When into action call'd, his busy hours.  
 Nor can those,  
 Whom Fortune heaps, without these Virtues reach  
 That truce with pain, that animated ease,  
 That self-enjoyment springing from within ;  
 That Independence, active or retir'd,  
 Which makes the soundest bliss of man below :  
 But, lost beneath the rubbish of their means,  
 And drain'd by wants to nature all unknown,  
 A wandering, tasteless, gaily wretched train ;  
 Tho' rich are Beggars, and though noble, Slaves.

THOMSON. *Liberty, Part 5.*

Arms.] Quarterly : First and fourth, chequy Or, and Az. on a canton Gules, a lion rampant Argent, for *Warren* : Second and third, Ermine on a bend Sable two cubit-arms issuing out of as many petty clouds rayonated Argent, rending an horse-shoe, Or, for *Borlase* : over all on an inescutcheon the arms of Ulster ; and the whole within the motto, and badge, of the Order of the Bath.

Crest.] An eagle's leg erect, issuing from behind a double plume of feathers, out of a ducal coronet, Or.

Supporters.] Two wyverns ; each charged on the wing with five roses Gules, supporting a banner erect checky Or and Azure.

Motto.] *Leo de Judâ est robur nostrum.*

#### PLATE XXXIII.

THIS correct view of the Action by the Squadron under the command of Commodore Sir John Borlase Warren, and the French frigates under Monsieur Desgarceaux, on the twenty ninth of April, 1794, is taken from the southward, to windward of the Ships ; at the moment when Sir John Warren in the *Flora*, after having fired into and passed *La Babet*, is engaging *La Pomone*, and *L'Engageante*—which Ships kept in a close line : *La Resolue*, being the headmost Ship of the enemy, luffing up occasionally, and raking the *Flora*. The *Arethusa* is coming up next ; who engaged, and captured *La Babet*.

The *Concorde*, *Melampus*, and *Nymphe*, are advancing, under a press of sail ; the latter on the starboard tack, and to leeward,

# NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO !

## Bo. XIV.

THE following curious description of the *method of attack and defence, as practised in the Navy about the twelfth century*, is translated \* from an ancient treatise, called *Speculum Regale*.

In a Naval Engagement provide yourself with two spears, which you must not lose in throwing : let one of them be a long one, capable of reaching out of one vessel to another ; the other with a shorter handle, so that you may be able to use it conveniently on boarding an enemy. Divers darts are to be used in a sea-fight, as well as heavy spears fenced with iron as the lighter ones, and headed like a dart :—on ship-board you must fight with an undaunted mind and wary strokes, nor cast away your arms in an inconsiderate manner.

In Sea Fights scythes firmly fixed to very long spears ; axes with broad blades and fixed to long handles ; boat hooks ; slings fixed to a staff ; catajæ †, and others of that kind, stones, the bow, and the rest of the missive weapons ; but of these bituminous sea coal mixed with sulphur holds the first place.

### WEAPONS USED IN THE NAVY ABOUT THE TWELFTH CENTURY.

Nor are Galtraps ‡ made heavy with lead, and sharp battle axes, to be contemned. Towers are also good, from which you may use the arms here enumerated ; also a leaver or crow, its four sides armed with iron nails.

In Sea Fights a boar ¶ armed with iron is advantageously used, pushed forwards with oars. For the defence of a Ship the following apparatus is highly necessary : a fence of beams erected at the side of the vessel prepared for war, carried up so high that there may be formed four doors sufficiently large for the passage of two men in complete armour ; there to be fixed to both sides of the main deck so firmly, that in jumping on the floor it may not totter : broad

\* Antiquarian Repository. 4to. vol. iii. p. 62.

† Catajæ, barbed darts, or spears with a string.

‡ Galtraps, like the rowels of spurs.

¶ A boar's head armed with iron tusks was frequently placed at the head of ancient boats and ships, as may be seen in various monuments.

shields, and armour of all kinds may be advantageously used in defending a Ship. But a very useful means of defence consists in a kind of breast-plate made of soft and blacked linen sewed together; also with helmets and pendulous head piece made of steel.

IN Weever's *Ancient Funeral Monuments of Great Britain, Ireland, &c.* is inserted, under the head of St. Katherine's by the Tower, the following *account of John Holland, Duke of Exeter, Earl of Huntingdon, and of Ivory in Normandy; Lord of Sparre, Admiral of England, Ireland, and Aquitain; Fellow of the honorable Order of the Garter, and Constable of the Tower of London, as he wrote in his style.* When King Henry 5th, in the fifth of his reign, was to go over to Normandy, this puissant John Holland, as then but Earl of Huntingdon, was sent before to scour the seas; who, meeting with nine carries of Genoa, which were going to aid the French King, fought with them, sunk six of them, and took the other three, with great store of money and treasure; and brought them, with his prisoners to the King. This battle was fought near Harfleur, upon the fall of the river Seine into the narrow seas, of which an old versifier:

They faught full sore, afore the water of Sayn,  
With carrickes many, well stuffed and arrayed,  
And many other Shippes great of Hispayn,  
Barges, balyngers and galleys vnfrayed;  
Whiche proudly came vpon our Shippes vnprayed.  
And by th'euen their sails aualed were set,  
Their enemies slaine in battayll, and sore bet.  
And many dryent were that daye in the sea,  
That as our flete rode there then alway,  
Unto the feast next of his nativitee:  
The bodies flete among our shippes cche day,  
Full piteous was, and to see them aye,  
That thousandes were twenty, as they then told,  
That taken were in the same battayll bold.

This valiant Nobleman died full of years, August 5, 25 Hen. VI. anno 1447.

#### CAPE OF GOOD HOPE;

WHEN in the beginning of the present century, Governor Van Der Stel planted the vineyards of *Constantia*; whence, as is well known, the most delicious wines are annually brought to Europe; he had a basket of earth taken up at the distance of every hundred roods, for a considerable tract of country round the *Cape*, and mixed with water; in order to make experiments of which soil was the least brackish. This was found to be at the spot where the famous vineyards of *Constantia* have been planted.

From 1400 to 1600 tons of wheat used yearly to be exported from the *Cape* for the consumption of *Batavia* and *Ceylon*; besides large quantities of pease, beans, butter, and wines; and, on the other hand, *Batavia* furnished, by a yearly Ship to the *Cape*, a quantity of rice, arrack, sugar, and prepared timber. In the year 1771, the French contracted at the *Cape*, for the use of their colonies at *Mauritius* and *Bourbon*, for 400,000lbs of flour, 400,000lbs. of biscuit, 500,000lbs. of salt beef, and 1,200 leaguers of wine. Since the *Cape* fell into the hands of the English, in September 1795, many cargoes of wheat have been brought thence to this country. The management of whatever regarded navigation was vested by the Dutch in a Comptroller of Equipment, who was equally a Member of the Council of Policy.

CAPTAIN VANCOUVER thus speaks of the manner of making salt at Toeaigh:

“ The village consisted only of straggling houses of two classes; those appropriated to the residence of the inhabitants were small, mean, miserable huts; but the others, allotted to the purposes of shading, building, and repairing their canoes, were excellent in their kind; in these occupations several people were busily employed, who seemed to execute their work with great neatness and ingenuity. In about the middle of the village is a reservoir of salt water, nearly in the centre of a large inclosure, made by walls of mud and stones. Between these walls and the reservoir the whole space is occupied by shallow earthen pans, of no regular size or shape, nor placed in any order, or degree of elevation. The reservoir is separated by a bank or small portion of the sandy beach from the ocean, and had no visible communication with it, but was apparently a stagnated standing pool, covered with a muddy scum of a yellowish green colour. This the natives say it always bears, and without being replenished by them from the sea, constantly affords a sufficient quantity of excessively salt water for supplying the numerous pans; the exposure of which to the influence of the sun, soon causes evaporation and crystallization. The crystals are then carefully taken up; and if found dirty by the cracking and breaking of the pans, which frequently want repair, or by the falling of rain whilst making, they are washed clean in sea water and dried. This is their process in making salt, which is always white in proportion to the care bestowed in gathering it in. They have large quantities, equal in colour and in quality to any made in Europe, but the crystals are much larger. The quantity of salt obtained might be supposed, from the appearance of this salt pond, to be produced rather from the saline quality of the surrounding earth, in which it is contained, than purely from the sea-water. Yet its being not more than



thirty yards from the sea side, makes it probable that the oceanic water penetrates into it, through the loose sandy beach that separates it from the sea, and that the richness of the fluid may be produced from both those causes.

DR. BLANE has remarked, that when the fleet under Admiral Matthews was off Toulon last war, in daily expectation for some time of engaging the combined fleet of France and Spain, there was a general *stop put to the progress of disease*, particularly of the scurvy, from the influence of that generous flow of spirits, with which the prospect of battle inspires British Seamen. But if the mere expectation, and ardour of a battle, without any happy event, could have such a sensible effect, what must have been the effect of the exultation of VICTORY; a victory (April 12, 1782) in which the naval glory of our country was revived and retrieved, after a series of misfortunes and disgraces, which had well nigh extinguished the national pride in every department of service!—The plain and honest, though unthinking Seaman, is not less affected by this, than the more enlightened lover of his country. Even the invalids at the hospital demonstrated their joy, upon hearing of this victory, by hoisting shreds of coloured cloth on their crutches.

#### ADVANTAGES OF CLOSE ACTION.

WHEN Ships in action are opposed to each other at a small distance, the velocity of cannon balls is so great, that in penetrating a Ship's side, few or no splinters are torn off; and by these more men are commonly killed and wounded, than by the ball itself. For the same reason, a close shot does less damage also to the Ship itself, than a distant one; for a quick flying ball makes an aperture less than its own diameter, whereas a spent one produces innumerable deadly splinters, at the same time shivering the object it strikes, and making wide and extensive rents in it. The proportion of the wounded to the killed, is also greater in distant than in close fight, on account of the great number of small splinters; and we have an experimental proof of this, in comparing the action in Fort Royal Bay in April 1781, with that near Dominica in April 1782. In the former, the enemy having kept far to windward, and engaged at a great distance, the proportion of the wounded to the killed was considerably more than four to one, whereas in the latter, where the greater part of the battle was close, the proportion of the wounded to the killed was little more than three to one. This idea, adds Dr. Blane, is well illustrated by the manner in which Captain NOTT, of the Centaur, was killed in Fort Royal Bay. This brave man, having carried his

Ship nearer the enemy than the rest of the line, but nevertheless at a great distance, had his signal made to keep the line, and having gone into his cabin, as it is said, to examine the import of the signal, a cannon ball struck him in the groin, and it was so far spent that it stuck in his body. It tore away a whole plank of the Ship's side, the splinters of which killed a young gentleman, the only person near him.

THE London East Indiaman, Captain Daniel Webb, being homeward bound at St. Helena, in the year 1777, under convoy of his Majesty's frigate *Thetis*, by some accident *an hogshead of brandy caught fire*, and in a moment all around it was in a flame. It being stowed very near the scuttle of the magazine, so much alarmed the people, that many attempted to leave the Ship. The fifth mate flew to the cask, and with his hand covered the bung-hole: the compression immediately smothered it; which is a convincing proof that no personal fear is to be apprehended from approaching a cask of spirits in the like situation; though with this caution, to use a shoe or hat for greater security.

ON the seventh of June 1790, the *Sea Horse*, Captain Mayo, of Boston, from the coast of Africa, saw (in lat. 73. S.) *a large point of land sink* in one moment into the unfathomable deep! As soon as the crew recovered from the inexpressible horror which so tremendous a spectacle must have impressed on their minds, they steered up to some Ships catching whales, and found that their men had been spectators to the same awful scene. The seamen involuntarily dropped down upon their knees, and thanked God for their escape: having been on the same point of land a short time before its sudden disappearance.

SIR G. ROOKE.

WHEN the brave Sir G. Rooke was making his will, some friends, who were present, expressed their surprise, that he had not more to leave. "Why," said the worthy veteran, "I do not leave much; but what I do leave was honestly acquired; it never cost a Sailor a tear, or my Country a farthing."

THE following method of making *potatoe yeast* would be of service, if adopted in the Navy.

Boil a potatoe till it breaks to pieces; when the water in which it was boiled has cooled to the warmth of new milk, pour it out; then add to the potatoe a desert spoonful of coarse sugar, and a tea spoonful of common yeast; beat it up with a wooden spoon, and the potatoe yeast is made.—Common yeast is only wanted the first time; what sticks to the wooden spoon will afterwards supply its place.

## DISQUISITIONS ON SHIP-BUILDING \*.

*(Continued from Page 274.)*

## ON BRITISH NAVAL ARCHITECTURE.

BY RALPH WILLETT, ESQ. F. A. &amp; R. SS.

*(From ARCHÆOLOGIA, Vol. II.)*

WE now get into the reign of Elizabeth, and see with pleasure the brilliant state of our rising Navy. The wars she was obliged to carry on with Spain not only obliged her to increase it, but were the occasion of breeding up such a race of naval heroes, as no age or country ever produced within the same compass of time. It is not the business of this little tract to do justice to their memories by recording them. The names of Raleigh, Drake, Forbisher, Cavendish, Cumberland, and many others, need but be mentioned to be remembered by their grateful countrymen. It will be unnecessary to say more of the Navy at this time, as Ledyard and others have given full and pretty correct lists of it, than that she increased it to 17030 tons. It consisted of forty-two vessels, about thirty of which may be esteemed Ships of the line, as those down to two hundred tons were called Ships royal. She did not increase the size of her ships beyond that of her father's, unless we allow the *Triumph* to be so, if she was 1100 tons, as some lists mention her to be; there are many, however, of 900, 800, 700, and 600 tons. The *Mary Rose*, and three others, appear to be the only ships, except the *Great Harry*, belonging to her father, of so large a size as 500. If we credit Secretary Burchet, they however carried a great number of guns; one carried 109, and nine others from 60 to 88 guns. On Burchett's authority I likewise note, that *gunpowder* did not begin to be manufactured in *England* until this Princess's reign, though cannon, &c. had been so long in use before. The guns continued to be of dissimilar calibres on the same deck, and probably the same practice obtained abroad; for Peter Hilton, in his account of the engagement, in the Gulph of Persia, between some of our ships, assisted by others belonging to the Dutch, against the Portuguese fleet, says, "that the Admiral, a carrack of 1700 tons, carried only forty-eight pieces of brass cannon;" but then they were whole cannon (60lb. ball), demi cannon (31lb.), cannon petro (24lb.), whole culverine (18lb.), and demi culverine (9lb. ball). In this place it may not be amiss to state the calibres and names of the other pieces

\* Vid Vol. II p. 585.

employed in our ancient service at sea. Besides the cannon *royal* already mentioned, which were sometimes of 63lb. ball, there were the French cannon, 43lb.; the Saker, of 5lb.; the Minion, 4lb. the Faulcon, 2lb. ball. It may be observed, that these were lighter and shorter than those used now; for instance, the 32-pounder weighed only about 4000lb. whereas the present guns of that bore weigh from 53 to 5500lb.; their 9-pounders weighed 2700lb.; our present ones only 2300lb. The length of them in the old service were only eight feet six inches through all the calibres: from ten feet to nine feet six inches is the length of those in our present service. It may be observed, that Elizabeth did not increase the magnitude of her ships beyond that of the Great Harry, nor is there any larger taken notice of till the eighth of James, when the Prince of 1200 tons is said to have been built. Charles the First, indeed, built one much larger still, which must have been a prodigy in the English Navy at that time, not only from its size, viz. 1657 tons, but from the beauty and superior knowledge in the art that were displayed in it. But of this Ship I shall speak more largely when I come to the reign of Charles the First.

It may be observed, that the number of guns continued to be very considerable, through the reigns of James the First, Charles the First, and the Usurpation, and even so low down perhaps as the beginning of that of Charles the Second; for the Royal Catharine, built in 1664, carried eighty-four guns, though only 1050 tons; the Saint Michael, built in 1669, carried ninety guns, though only 1011 tons; the St. George, of ninety guns, built in 1662, was only 933 tons. We find them almost as insignificant in the beginning of William and Mary; for I have the copies of three ships, the one of eighty guns, tonnage 1140; and of fifty, tonnage 616; and another of twenty-four guns, tonnage 226, built by contract in 1693.

To account, in some measure, for this extraordinary number of guns carried on board ships that, from their dimensions, seemed very unequal to bear them, it may be observed, that from the time the old custom of carrying cannon of dissimilar calibres on the same deck was laid aside, and the number of them increased, it became necessary to diminish the calibres. Perhaps this alteration took place towards the end of the reign of Charles the First; and I shall give my reason for thinking so hereafter. It is now time to say something (I wish I could say more) of the state of the Navy in the reign of James the First.

In this peaceful period it seems to have declined considerably, instead of advancing: for, from my MS. it consisted in the whole of only 15,960 tons, whereas Elizabeth had left him 17,030; and in this



number of James's it is surprising to find so many of them reported to be unserviceable. This report is dated in 1618, as followeth :

|                             |                 | <i>Tons.</i> |
|-----------------------------|-----------------|--------------|
|                             | Prince Royal    | 1200         |
|                             | White Bear      | 900          |
|                             | More Honour     | 800          |
|                             | Ann Royal       | 800          |
|                             | Due Repul-e     | 700          |
|                             | Defiance        | 700          |
|                             | Warspite        | 600          |
|                             | Assurance       | 600          |
|                             | Vanguard        | 600          |
|                             | Red Lyon        | 500          |
|                             | Nonsuch         | 500          |
|                             | Rainbow         | 500          |
|                             | Dreadnought     | 400          |
| May be made<br>serviceable  | Speedwell       | 400          |
|                             | Antelope        | 350          |
|                             | Adventure       | 250          |
|                             | Crane           | 200          |
|                             | Answer          | 200          |
|                             | Phoenix         | 150          |
|                             | Lion's Whelp    | 90           |
|                             | Moon            | 100          |
|                             | Seven Stars     | 100          |
|                             | Desire          | 50           |
| May be made<br>serviceable. | George Hoy      | 100          |
|                             | Primrose        | 80           |
|                             | Eagle Lighter   | 200          |
|                             | Elizabeth Jonas | 500          |
| May be made<br>serviceable. | Triumph         | 1001         |
|                             | Garland         | 700          |
|                             | Mary Rose       | 600          |
|                             | Bonadventure    | 560          |
|                             | Quittance       | 200          |
|                             | Advantage       | 200          |
|                             | Tramontane      | 160          |
|                             | Primrose Pennaa | 30           |
|                             | Disdain         | 30           |
|                             | Charles         | 100          |
|                             | Ketch           | 10           |
| Galleys                     | Superlative     | 100          |
|                             | Advantagia      | 100          |
|                             | Vollatilla      | 100          |
|                             | Gallerita       | 100          |
| Total                       |                 | 15,960       |

Forty vessels, of which eight are decayed and unserviceable, and seven more that wanted repair.

I have an account, which is curious enough to have a place here, of this Navy, which contains not only the names of the vessels, but the number and calibre of their guns; from which it appears that guns of dissimilar bores continued to be employed on the same deck from the time of Henry the Eighth down to this period, in 1624, at least.

| Tons. | Names.       | No. of Pieces. | Cannon Ports. | Demi Cannon | Culver. | D mi. Coor. L. | Sakers. | Minions. | Faulcons. | Port pieces. | Fowlers. |
|-------|--------------|----------------|---------------|-------------|---------|----------------|---------|----------|-----------|--------------|----------|
| 1200  | Prince       | 55             | 2             | 6           | 12      | 18             | 13      | —        | —         | 4            |          |
| 900   | Bear         | 51             | 2             | 6           | 12      | 18             | 9       | —        | —         | 4            |          |
| 800   | More Honour  | 44             | 2             | 6           | 12      | 12             | 8       | —        | —         | 4            |          |
| 800   | Ann          | 44             | 2             | 5           | 12      | 13             | —       | —        | —         | 4            |          |
| 700   | Repulse      | 40             | 2             | 2           | 14      | 12             | 4       | —        | —         | 2            |          |
| 700   | Defiance     | 40             | 2             | 2           | 14      | 12             | 4       | —        | 2         |              |          |
| 921   | Triumph      | 42             | 2             | 2           | 16      | 12             | 4       | —        | 2         |              |          |
| 880   | St George    | 42             | 2             | 2           | 16      | 12             | 4       | —        | 2         |              |          |
| 880   | St. Andrew   | 42             | 2             | 2           | 16      | 12             | 4       | —        | 2         |              |          |
| 876   | Swiftsure    | 42             | 2             | 2           | 16      | 12             | 4       | —        | 2         |              |          |
| 870   | Victory      | 42             | 2             | 2           | 16      | 12             | 4       | —        | 2         |              |          |
| 750   | Reformation  | 42             | 2             | 2           | 16      | 12             | 4       | —        | 2         |              |          |
| 650   | Warspite     | 38             | 2             | 4           | 13      | 13             | 4       | —        | 2         |              |          |
| 651   | Vanguard     | 40             | 2             | —           | 14      | 12             | 4       | —        | 2         |              | 4        |
| 650   | Rainbow      | 40             | 2             | —           | 14      | 12             | 4       | —        | 2         |              | 4        |
| 650   | Red Lion     | 38             | 2             | —           | 14      | 12             | 4       | —        | 2         |              | 4        |
| 600   | Assurance    | 38             | 2             | —           | 10      | 12             | 10      | —        | —         | —            | 4        |
| 600   | Nonsuch      | 38             | 2             | —           | 12      | 12             | 6       | —        | 2         | —            | 4        |
| 674   | Bonadventure | 34             | —             | —           | 4       | 14             | 10      | 2        | —         | —            | 4        |
| 680   | Garland      | 32             | —             | —           | 4       | 12             | 10      | 2        | —         | —            | 4        |
| 58    | Entrance     | 32             | —             | —           | 4       | 12             | 10      | 2        | —         | —            | 4        |
| 500   | Conventine   | 34             | —             | —           | —       | 18             | 10      | 2        | —         | —            | 4        |
| 450   | Dreadnought  | 32             | —             | —           | —       | 16             | 10      | 2        | —         | —            | 4        |
| 450   | Antelope     | 34             | —             | —           | 4       | 14             | 10      | 2        | —         | —            | 4        |
| 350   | Adventure    | 26             | —             | —           | —       | 12             | 6       | 4        | —         | —            | 4        |
| 388   | Mary Rose    | 26             | —             | —           | —       | 8              | 10      | 4        | —         | —            | 4        |
| 250   | Phoenix      | 20             | —             | —           | —       | —              | 12      | 4        | 2         | —            | 4        |
| 250   | Crane        | —              | —             | —           | —       | —              | —       | —        | —         | —            |          |
| 250   | Answer       | —              | —             | —           | —       | —              | —       | —        | —         | —            |          |
| 140   | Moon         | —              | —             | —           | —       | —              | —       | —        | —         | —            |          |
| 140   | Seven Stars  | 14             | —             | —           | —       | 2              | 6       | 6        | —         | —            |          |
| 140   | Charles      | 14             | —             | —           | —       | —              | 2       | 6        | 4         | —            |          |
| 80    | Desire       | 6              | —             | —           | —       | —              | —       | —        | 2         | 4            |          |

The St. Michael, though in neither of these two lists, is said to have been built in 1609; she was 1107 tons, and therefore properly should belong to the reign of James the First; I find her existing in a list of 1700. My manuscript account however says she was built in 1600; if so she belongs to the reign of Elizabeth.

We find but few materials for the reign of Charles the First. The Ships mentioned by Sir William Monson to have been built by him are few, and not large, except the last, if we may be allowed to estimate their magnitude from the number of men allotted to each of them. The subsequent troubles of his reign, when the contention about the

rights of the Prince and the claims of his subjects grew so violent, prevented his application to this important subject; which he, however, seemed to be well acquainted with. The Ships, therefore, built by him, are only the Ten Whelps 70 men, the Mary Pinnace 25 men, the Charles 250 men, the James 260, the Victory 250, the Leopard 170, the Swallow 150, and the Sovereign 1657 tons. Heywood, the old Historian, has given a very full and curious account of this last ship, which, as it corresponds pretty exactly with a drawing of her in my possession, taken from a painting of her, and that very ancient, which was preserved at Blackwall, where Pett, the builder, had his residence, and suffered to be copied by Mr. White, Master-BUILDER in Portsmouth Dock-Yard, from whom I obtained this drawing; perhaps it will not be trespassing too much on the indulgence of the Society, if I am permitted to give this account by Heywood.

“The length of her keel is 128 feet, or thereabouts, within some few inches; her main breadth, 48 feet; her utmost length from the fore end of her beak-head unto the after end of the stern *à prora ad puppin*, 232 feet; she is in height, from the bottom of her keel to the top of her lantern, 76 feet; she beareth five lanterns, the biggest of which will hold ten persons to stand upright, without shouldering or pressing each other; she hath three flush decks, and a forecastle, an half deck, a quarter deck; and a round house; her lower tier hath thirty ports, which are to be furnished with demi-cannon, and whole cannon throughout, being able to bear them; her middle tier hath also thirty ports for demi culverine and whole culverine; her third tier hath twenty-six ports for other ordnance; her forecastle hath twelve ports, and two half decks have thirteen or fourteen ports more within board for murdering pieces, besides a great many loop holes out of the cabins for musket shot: she carrieth moreover, ten pieces of chace ordnance in her, right forward, and ten right aft, that is, according to land service, in the front and the rear; she carrieth eleven anchors, one of them weighing 4400lb. (a ship of this burthen would now have her sheet anchor, 6700l.)

“The prime workman is Captain Phineas Pett, overseer of the work, whose ancestors, father, grandfather, and great grandfather, for the space of two hundred years, have continued, in the same name, officers and architects in the Royal Navy.” As this Ship was built in 1637, this account would carry something like a regular establishment as far back as 1437, the reign of Henry the Sixth.

However, it is a remarkable account of this family, especially as I can farther add to the uncommonness of it, that the same family made a distinguished figure in the same line, and the same office, in the King's yard, to the end of William the Third: but to return to Heywood.

“The Master-Builder is young Mr. Pett, who, before he was twenty-five years, made the model and perfected the work: the master carvers are John and Matthew Christmas; Francis Shelton, clerk of the checque: she hath two galleries besides, and all of most curious carved work, and all sides of the ship carved with trophies of artillery, and types of honour, as well belonging to sea as land, with symbols appertaining to navigation; also their two Sacred Majesties badges of honour; arms with several angels holding their letters in compartments, all which works are gilded over, and no other colour but gold and black; one tree or oak made four of the principal beams, which was forty-four feet, of strong serviceable timber, in length, three feet diameter at the top, and ten feet at the stub or bottom; she is 1637 tons, the year in which she was built.

“Upon the stem-head a Cupid or child bridling a lion; upon the bulk-head, right forward, stand six statues, in sundry postures; these figures represent Concilium, Cura, Conamen, Vis, Virtus, Victoria.

“Upon the hamers of the water are four figures, Jupiter, Mars, Neptune, Æolus; on the stern, Victory, in the midst of a frontispiece; upon the beak-head sitteth King Edgar on horseback, trampling on seven Kings.”

It may be proper to mention, in order to account for the difference in the tonnage stated here from that which I have given, in 1637 instead of 1657, that the old mode of calculating the tonnage was different from that practised now. The old mode was, by multiplying the length of keel by the extreme breadth, and multiplying that product by the depth in the hold, and then dividing by ninety-six for men of war. This was correct enough while the depth in the hold continued to be exactly one half of the extreme breadth, which it did for many years; but we have latterly lessened the depth in the hold considerably from that proportion; for, in a first rate, by the establishment of 1745, the half breadth was twenty five feet six inches, while the depth in the hold was only twenty-one feet six inches, four feet less than the half breadth. They anciently divided the whole product, as I have said, by ninety-six; we now divide it by ninety-four; which, indeed, they did formerly for the merchants' service, though they fixed on ninety-six for the King's Ships.

In honour of Commerce we must observe, that the size of our Ships gradually increased as that became more diffused, and extended to more remote parts of the earth. Lesser vessels served the purposes of trade, while it was limited to the neighbouring parts of Europe; but the discoveries of the East and West Indies soon suggested the necessity of having larger vessels for such long voyages,



that would consume so much time to perform them, and in which every conveniency and supply for three years, or more, must accompany the merchandise. We find, accordingly, that the first very large vessels called carracks, of 16 and even of 1700 tons, were early introduced into their East India trade by the Portuguese, the first discoverers and settlers in those distant countries; nor did the Spanish importance at sea commence until Philip the Second had annexed Portugal to his dominions. All the large vessels in his memorable armada of 1588, were Portuguese vessels, and it was not until 1591, according to Sir William Monson, that he thought of building such large Ships for himself. He then ordered the Twelve Apostles, of 13 and 1400 tons to be built.

We also find the necessity of obliging our own East India Company to build very large ships; for, I find two vessels, the James, of 1000 tons, and the Trade's Increase, of 1100 tons, employed in their service in the reign of James the First, being as large or larger than any at that time belonging to the Royal Navy.

Sir William Monson says, that even in the twenty-fourth of Elizabeth, we had 135 vessels of 500 tons and *upwards*, belonging to the merchants; so rapidly had trade increased at that early period of it.

Trade, therefore, gradually increasing, gradually increased the size and number of our Ships in the Royal Navy, and hath, at last, fixed the latter, as well as the wealth of the nation in general, on the respectable footing they now maintain. Trade must continue to support what trade hath so prosperously effected. Trade only can raise seamen, and without the necessary number of seamen, our Navy must become useless very soon.

It is from the want of attention to this necessary connection between the extension of Commerce and the state of a Navy, that the Spaniards have continued to increase the latter, while they have neglected the former; and are not able to man more than one half of the ships they have built. The number makes a figure on paper, but the want of seamen takes away all their consequence.

The materials of this account are also very scanty during the Usurpation and Oliver's time: though, from what I have been able to collect, it sufficiently appears that the size of the ships was not increased, and that the great naval Officer, the gallant Blake, was more intent on making much and honourable use of the ships he found built, than of adding much to their numbers, and nothing to their magnitude. In the following account of them, we may observe that their depth in the hold is much below the usual proportion. As the only enemy he could have to contend with were the Dutch, no other state having then any sea force at all, is it not probable that this pro-

portion in the hold had been lessened purposely for engaging the Dutch ships in the shallow waters on their own coast, as this diminution occasioned their drawing less water? As some of Blake's fleets appear to be numerous, it is likely that many of Charles's Ships were still left, and formed a part of them. We know particularly that the *Triumph*, the *James*, and the *Vanguard*, that figured in those actions, were ships built by Charles. We even find the *Royal Charles*, built by him so late as 1684, as also the *Victory* and *James*. As this list is very particular, though not numerous, and gives a distinction, for the first time, of the difference in men and guns; when the Ships were employed abroad or at home; I hope I may be allowed to insert it at full length.

| When. | Tons. | Ships' Names | Depth. | Length. | Breadth. | By whom.         | Guns. | Men abroad. | Men at home. | Where.     |
|-------|-------|--------------|--------|---------|----------|------------------|-------|-------------|--------------|------------|
| 1650  | 567   | Assistance   | 12     | 102     | 32,4     | Johnson          | 48    | 197         | 264          | Deptford   |
| 1650  | 544   | Advice       | 12,4   | 100     | 32       | Commiss. Pett    | 48    | 197         | 226          | Woolwich   |
| 1653  | 670   | Bristol      | 13,6   | 109     | 34       | J. Tippets       | 48    | 197         | 226          | Portsmouth |
| 1649  | 550   | Bonaventure  | 12,6   | 102     | 31,10    | Pett, senior     | 48    | 197         | 226          | Chatham    |
| 1654  | 577   | Crown        | 13     | 106     | 32       | R. Castles       | 48    | 197         | 226          | Redriffe   |
| 1654  | 662   | Dover        | 12,11  | 100     | 32,6     | W. Ourtel        | 48    | 182         | 216          | Shoreham   |
| 1647  | 402   | Dragon       | 12,6   | 96      | 30,1     | Goddard          | 46    | 182         | 333          | Woolwich   |
| 1657  | 768   | Dunkirk      | 14,9   | 112     | 35,11    | Burrell          | 60    | 264         | 332          | Portsmouth |
| 1650  | 684   | Monk         | 13,7   | 108     | 34,6     | J. Tippets       | 60    | 264         | 332          | Woolwich   |
| 1649  | 829   | Mary         | 14,6   | 116     | 36,8     | C. Pett          | 62    | 274         | 346          | Portsmouth |
| 1654  | 836   | Montague     | 15,6   | 118     | 36,6     | J. Tippets       | 64    | 374         | 346          | Radcliffe  |
| 1653  | 641   | Newcastle    | 13,6   | 108,6   | 33,4     | Pett, senior     | 54    | 236         | 274          | Wapping    |
| 1654  | 833   | Plymouth     | 14,6   | 116     | 36,9     | J. Taylor        | 60    | 264         | 332          | Woolbridge |
| 1658  | 573   | Reserve      | 12,8   | 100     | 32,10    | P. Pett          | 48    | 197         | 226          | Deptford   |
| 1651  | 550   | Ruby         | 13     | 105,6   | 31,6     | P. Pett, senior  | 48    | 197         | 226          | Blackwall  |
| 1647  | 448   | Tyger        | 12     | 99      | 29       | Phin. Pett       | 46    | 197         | 226          | Woolwich   |
| 1654  | 745   | York         | 14,7   | 116     | 34,9     | Sir Tho. Johnson | 60    | 264         | 332          | Portsmouth |

[To be concluded in our next.]

### ON THE CHARACTER AND PROFESSIONAL DUTIES OF SEAMEN.

From NAVAL SERMONS by JAMES STANIER CLARKE, F. R. S.  
Domestic Chaplain to The Prince.—Concluded from Page 278.

#### SERMON THE FIFTH.

“ — THE Naval Character, nurtured by a commercial and enterprising spirit, in attaining its present greatness, has not been insensible to the co-operating power of Religion. A spirit of Devotion, a constant attention to the duties of a Christian, has appeared a distinct feature among the most renowned of the profession. The hardships and perils which attend it, would often break down the firmest courage, but for the consolation which religion affords: for we may say of the hardy Mariner, in the words of the son of

Sirach,—*a little or nothing is his rest! and afterward he is in his sleep, as in the day of keeping watch; troubled in the vision of his heart, as if he were escaped out of a battle.*

“Amid the various characters that present themselves before me, I shall select the two following, as examples for your comfort and encouragement:

“When the period arrived in which it was ordained that new light should dawn on the intellectual world, from the discovery of the western hemisphere, and ‘the trackless waste of the Great Atlantic Ocean’ was to be explored by the skill and exertions of your profession; it pleased God to raise up a man who has been honoured in every succeeding generation; a character, whose history it becomes all those who go down to the sea in ships, to study with grateful attention.

“At the early age of fourteen, Columbus began his career on that element which bore him to so much glory. A mind, capable of deep reflection, was united to the modesty and diffidence of true genius. By nature sagacious, penetrating, and resolute: he was grave, though courteous in his deportment; circumspect in his words and actions; irreproachable in his morals; and **EXEMPLARY IN HIS ATTENTION TO ALL THE DUTIES AND FUNCTIONS OF RELIGION**\*.

“After experiencing variety of disappointments, he at length obtained patronage sufficient to execute, though at the greatest risk and danger, one of the most extraordinary and daring exploits that the human mind had ever conceived. Deeply impressed with devout sentiments, he publicly implored, in the midst of his brave followers, the guidance and protection of heaven; and the next morning, before sun-rise, stretched in search of unfrequented and unknown seas.

“Having suffered the utmost agitation and fatigue, with a mind that almost despaired of accomplishing the object of his voyage, he at length was confident of being near land. Public prayers for success were immediately offered up. The sails were ordered to be furled, and every ship to lie to: keeping strict watch lest they should be driven ashore in the night. During this interval of suspense and expectation, no man closed his eyes; all kept on deck, gazing intently towards that quarter where they expected to discover land.

“About two hours before midnight, Columbus, standing on the fore-castle, observed a light at a distance. A little after midnight the joyful sound of land! land! was heard; but having been often deceived, every man waited, in the anguish of uncertainty and expectation, for the return of day. As soon as the morning dawned, all

\* Robertson’s America, book ii. p. 101.

doubts and fears were dispelled. The crew of the headmost Ship instantly began the *TE DEUM*, as an hymn of thanksgiving to God, and were joined by those of the other Ships, with tears of joy, and transports of congratulation.

“ Such is the cursory view of this extraordinary event, as related by the elegant historian. It is admirably adapted to confirm you in the practice of Christian duties, and to induce you to place the utmost confidence in the wisdom of your superiors. It shews the blessings of perseverance and devotion, with the rewards that, even in this life, so often await the confidence of a pious mind; and it also holds up to your emulation, the virtues of a distinguished character, who has eminently adorned the profession to which you belong.

“ If we turn our eyes from this interesting person to our own history, we shall find a long succession of Naval Worthies, whose consummate skill, and merited renown, have, at different intervals, appeared with undiminished lustre: but to relate their heroic achievements with the justice they demand transcends the limits of my present duty. I shall therefore select only one of these eminent persons, whose tomb the naval profession will ever contemplate with affectionate regret, and to whose memory they will always pay the most grateful respect.

“ By his natural abilities, by a constant attention and obedience to the commands of those under whom he served, did the merit of the illustrious Cook emerge from obscurity to the face of day. His genius, whose current had been checked by the chilling influence of poverty, attained, by diligence and perseverance, that perfection in every science connected with his department in life, which enabled him to render such essential service to our Country. Without instructors, and without friends, but those whom his own virtues had acquired, and almost without the means of gaining information, the powers of his understanding gradually unfolded themselves with astonishing increase. His unwearied application, his patient yet zealous endurance of fatigue, his submissive and unassuming deportment, won the hearts of all that beheld him, and cast the first ray of light on his humble occupation, as a common sailor, in one of the inferior branches of commercial navigation. It was from thence that a circumnavigator arose, to explore the unknown regions of the Pacific Ocean; and by his skill, penetration, and abilities, to determine the doubts which so long had occupied philosophers respecting the existence of a continent near the poles, which, in those high latitudes, might form some bound to the wonderful expanse of the Great South Sea.

“ The school in which Cook obtained information, was the school of nature. The opportunities he possessed, to qualify himself for this



arduous and important task, were found amid continued occupation. It pleased God thus to elevate him, as an example of what may be acquired by diligence and exertion; to point out the avenues which lie open to distinction for all ranks in the Naval profession, and to prove, that no one can there be placed so low, or have such defects to struggle against, from a want of education, as may not be surmounted by patience and by industry.

“ This was the uniform conduct of our illustrious mariner, who, in his many virtues, in the patient abiding of meekness, in his anxious disinterested attention to the comfort and preservation of others, advanced, with devout zeal, towards an high perfection in the virtues of Christianity — ‘ If Rome decreed the CIVIC CROWN to him who saved the life of a single citizen, what wreaths are due to the man, who, having himself saved many, has perpetuated the means by which Britain may now, on the most distant voyages, preserve numbers of her intrepid sons, who, braving every danger, have so liberally contributed to the fame, to the opulence, and to the maritime empire of the country \*.’ — He fell, universally lamented and beloved, a victim to savage cruelty and ingratitude, when endeavouring to complete the noble object of a third voyage round the globe. Even in his last moments he was anxious for the safety of his assassins. Thus closing a life long enough for his honour, but not for his country, with the performance of the most difficult of Christian duties: in the immediate act of imploring mercy for his murderers, he resigned his soul unto God! — ‘ Honourable age is not that which standeth in length of time, nor that is measured by number of years:’ — *great is his reward in heaven!*

#### SERMON THE SEVENTH.

“ As danger continually lurks in secret around you, and in an instant, when least expected, may overwhelm you in the deep, the necessity of abiding patiently in your respective stations, without confusion or uproar, of preserving a sincere love and respect for your officers, and a general regard for your mutual welfare, should be an important object of your attention. When once you have left the harbour in which you rode in safety, and are carried on the billows, beyond the sight of land, you form, more especially, a distinct family, by yourselves. The preservation of a Ship necessarily depends on the joint exertions of the whole Crew: every one is expected to perform his part, to contribute his utmost towards that security which is so connected with his own safety; nor should any selfish consideration, any illiberal and narrow-minded motives, possess the smallest influence,

\* Sir J. Pringle's Discourse;

where the preservation of so large a body depends on the exertions of each in his particular and allotted station.

“ In a department of so much danger, in the performance of duties which occasion such constant agitation of mind, and fatigue of body, human nature will sometimes falter and hesitate ; whilst a splenetic or melancholy moment may suggest, that Duty is unnecessary, and Discipline too severe. A recollection also of those we have left behind, a prospect of peace and quiet, amid the tranquillity of some retired situation, present ideas that agitate a weary and relaxed mind : but let not these phantoms deceive you. Where perfect union is so required, the least deviation from the straight line of duty, is productive of general danger : — the small cloud that forebodes the tempest, is seen at first but indistinctly, and, to the inexperienced, appears of little importance ; until, as it proceeds, it gathers strength, and spreading its rapid gloom around, displays the terrific features of the Storm.

“ Bear also in mind that you have enemies in your own passions and disorderly affections, in common with all mankind, which it behoves you to subdue, or the fame you acquire will be imperfect ; and though your glory may be known on earth, it will not be recorded in heaven. Employ some part of each succeeding day in reasoning with yourselves, and thus discern those particular failings and prejudices which you have unfortunately suffered to predominate. No means can be employed more effectual to place all your duties in their proper light, and particularly such as we have just considered, than often to behold yourselves in your real character, the character of those who serve. In proportion as men have deviated from their primitive state, this character appears arduous and degrading, as it strongly militates against indulgence and indolence ; whilst they whose nature has been raised beyond such infirmities, will glory in an appellation that separates the true lover of his country from the herd who pass their lives in a state of torpor and of gluttony, but little removed from the brute creation.

“ Submission unto your governors, unto them who are in authority over us, is a doctrine which the apostle, St. Paul, whose conduct you have so much reason to admire, continually inculcates ; ‘ that with well doing, we may put to silence the ignorance of foolish men.’ In its various forms and effects, it may be justly styled the grand link of social life. To obey, and to command, are the leading features in your profession ; and though it may be natural to look towards the latter with some degree of hope, and to be captivated with the charms which appear to surround it, be assured that they who command have a painful responsibility to sustain. Let every one, therefore, strive to alleviate

the weight of such a service: 'keeping the unity of the spirit in the bond of peace.'

"You are all more immediately the servants of your King and Country; the just performance of your duties will consequently have a considerable and lasting effect on the happiness of the community at large. If this important and noble service should ever appear ungrateful; if a too warm and active imagination should eagerly grasp at some advantage which promises attainment in a situation different from that where you at present are placed; still have resolution to abide in the Ship! The prospect which seems so flattering, may be only a snare to seduce you from Duty—Arise! pursue again with zeal the commands of your superiors, and the Dream will cease."

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## NAVAL LITERATURE.

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*A Description, with Plates, of the Time-Keeper invented by the late Mr. Thomas Mudge; to which is prefixed a Narrative by Thomas Mudge his Son, of Measures taken to give Effect to the Invention since the Reward bestowed upon it by the House of Commons in the Year 1793; a Republication of a Tract by the late Mr. Mudge on the Improvement of Time Keepers; and a Series of Letters written by him to his Excellency Count Brühl, between the Years 1775, and 1787. With an highly finished Engraving, by Schiavonetti, of Mr. Mudge, from a Portrait by Dance. Payne, Cadell and Davies, Rivingtons, Dilly, and Richardson. 4to. 1799.—Pages 327. Nine illustrative Plates. Price 1l. 1s. Large Paper, 2l. 2s.*

"Surely, Sir, genius is a scarce plant, and those who obstruct its growth, or blast the fruit it bears, cannot be actuated by quite unexceptionable motives."

THE curious observations respecting Time-Keepers which occur in this volume, and the more particular examination of the construction and merit of the one invented by that ingenious artist the late Mr. Thomas Mudge, must render this work particularly interesting, and important to professional men. We can only lament, that amid the contrariety of interests which prevail in the world, and the spirit of party, or of prejudice, which sometimes cramps the bold discoveries of genius, men of science, who have long laboured and watched for the good of their country, should feel injured, or neglected by it.

Mr. Thomas Mudge, in his Dedication to the Right Honourable Mr. Windham, thus delivers his sentiments:—"Having been edu-

cated in the profession of the law, which I had for some years practised with, I may confidently say, the most fair and unblemished character; and not being either practically, or theoretically, a mechanic, it can hardly be imagined, that the ordinary views of trade would have induced me to quit a profession, in which I was liberally established, for a business, the success of which must wholly depend upon the mechanical talents and fidelity of other men. No, Sir! I had no such views; but I plainly saw, that after the ingenious, but painful, labours of my father for near twenty years; and the application of the public money as a reward for what he had accomplished, little benefit was likely to result from his invention, unless measures out of the common way of trade were resorted to for the purpose of giving it effect: and I flattered myself, as it was capable, if executed with success, of producing considerable advantages to the Naval establishment of this kingdom, that I might obtain some public engagement, from which, if I could not promise myself an adequate recompence for my exertions, I might at least obtain protection in the prosecution of my undertaking.—That I have been disappointed will appear from the following narrative.—Whether the disappointment was merited or not, I must leave to the decision of those who are competent, but disinterested, judges.—Conscious, however, that my motives have been upright ones; and flattering myself that, in spite of all the difficulties and disappointments I have met with, I have contributed to the preservation of an invention, which may yet be productive of those great benefits which alone could have induced the Legislature to offer from time to time such munificent rewards: I do not regret the conduct I have pursued, although it has been at the expence of a very considerable part of my fortune.

“As I cannot but think, Sir, that there has been a most invidious opposition of the productions of other artists to those of my father’s invention, I will beg leave to relate a story of him, by which it will appear, that *he* had a nobleness of mind that spurned at such conduct. Some time before Mr. Harrison obtained his reward, my father had formed in his mind the plan of his time keeper. Several years afterwards, when he had carried it into effect, and the excellence of it was manifested by its performance, he was asked why he had not made it before the reward was granted to Mr. Harrison, and publicly disputed the prize with that gentleman. His answer was, that he thought Mr. Harrison a great and deserving character, and that after having spent almost the whole of a long life in the laborious pursuit of an object, for which his genius so well qualified him, he could not prevail upon himself to attempt the production of any thing by which Mr. Harrison might be deprived of that reward to which he was so well entitled.”



Mr. Mudge is of opinion that Time-Keepers will never be made with the perfection any of the principles that have hitherto been invented for their construction are capable of producing, unless the persons who make them wholly direct their skill and talents to that single object — In the Introduction we find the following motives, which induced Mr. Mudge to give the present volume to the public.

“ Filial attachment to a most excellent parent, who had the strongest claim upon me for every exertion I could make in his favour, joined to a persuasion that a man of his liberal and enlightened mind would not express a sense of injury without having just cause of complaint, led me in the year 1791 to publish a narrative of facts, in order to shew the injustice he had met with from the Astronomer Royal.— Since that period, an examination having taken place before a Select Committee of the House of Commons, into the merits of his invention, and having myself made considerable exertions to communicate the knowledge of it to several artists, who have been recommended to me as fit persons to carry it properly into effect; I now resume my pen, in order to lay before the Public an account of the measures that have been taken since the application was made for a parliamentary investigation: and as I am solicitous that whatever benefit the invention is capable of producing may be enjoyed to as full an extent as possible, I have published drawings of the Machine in question, accompanied by a series of letters, written by my father to his Excellency Count Brühl, during the long period of fifteen years in which he was engaged in the prosecution of his object.”

The Select Committee to whom it was referred to consider of the report, which was made from the Committee to whom the petition of Mr. THOMAS MUDGE, watch maker, was referred; and who were directed to examine into the matter thereof, and also to make inquiry into the principles on which Mr. MUDGE's Time-Keepers have been constructed, thus conclude their remarks:

“ On a view of the whole evidence, were your Committee called upon to declare which of the several watches had gone best, they should be inclined to say that both Mr. Arnold's, N<sup>o</sup> 36 and N<sup>o</sup> 68, had gone with a degree of accuracy greater than could be shewn on any corresponding trial of Mr. Mudge's, more especially if in giving this judgment they were to include a circumstance, not admitted generally by those who deny the merit of Mr. Mudge's watches; viz. that a rate applied in Doctor Maskelyne's method is less likely to be true, or in other words less favourable to the watch, than a rate taken from the period preceding that to which it is applied; but were your Committee required further to state the presumption thence arising, as to the merit of their several constructions, with a view to the reliance to

be placed on others of the same sort, or to the advantages to be derived from thence in the general improvement of Time-keepers, they should confess their inability to offer any opinion that could be at all deserving of attention. They are of opinion, that though the merit of the construction of time-keepers can be finally decided only by experience, yet that nothing could be more fallacious than the judgment to be formed in that respect from experience so limited and imperfect as that which must make the basis of their judgment in the present instance.

“ They entertain this persuasion, not only from general consideration of the nature of the subject, but from facts appearing on the face of the evidence now submitted to them. It is said by some of the witnesses, that watches made on the same construction, and with the same care, can hardly fail to go with nearly the same exactness. If this be so, they are at a loss to account why the maker of such a watch as Mr. Arnold's N<sup>o</sup> 36 or 68, should not have possessed himself long since of the whole reward assigned under the act of longitude, especially as thirteen years have elapsed since the trial of N<sup>o</sup> 36 was completed.

“ They are equally at a loss to account for that provision in the act of longitude which requires that, before the reward can be obtained, two machines, conforming each to the conditions of the act, shall be made on the same construction: a provision that must be wholly superfluous, could it be inferred with certainty, that what was done with one machine might, by employing equal care, be repeated always in another. The fact they conceive to be, that watches formed on the best principles will, either for want of care or skill in the making, from defects in some of the parts, from failure in the adjustment, or finally from some of those numerous and fortuitous causes which disturb the going of time-keepers, and of whose existence and operation no account can be given, nor any estimate be formed, be found occasionally to go very ill, while others made on very defective principles, will, from, accidental success in the workmanship, or accidental exemption from some of the causes of error above enumerated, be found at times to go with great exactness. Mere trial therefore, unless carried to great extent, and multiplied through variety of instances, will tell but little as to the merit of the principle on which a watch is constructed. At all events, where an inference is to be drawn as to the probable going of a time-keeper, from experience of others of the same sort, consideration must be had of those of that sort which have gone ill, as well as of those which have gone well; nor can your Committee be of opinion, with one of the Gentlemen examined on this occasion, that in comparing the watches of Mr. Mudge and Mr. Arnold, and

reasoning from thence to their respective constructions, little stress was to be laid on the circumstance of Mr. Mudge's watches being the only three which he had ever made, while those of Mr. Arnold were two or three selected out of near a thousand.

It may be observed of Mr. Mudge's watches, that they afford one ground of judging beyond that of any of the others, from the length of time during which their going is known. The first watch is known from a period so distant as the middle of the year 1776, and for the greater part of the intervening time. Of the two remaining watches, the earliest register possessed by the petitioner is in the year 1779; but both of the watches have been made since the year 1777, and the going of all is not at this moment less perfect, as appears by the registers of Count Bruhl and Mr. Dutton, than at any time since they were first made.

From this fact, joined to the remark of the late Admiral Campbell, that the watch which he had, seemed to possess the property of changing its rate less, after being stopped or let down, than any other he had known; your Committee cannot help thinking, as far as an opinion may be hazarded on a matter of so much uncertainty, that there appears in these watches, whether compared with each other, or with themselves at different times such an equality of going as would lead to a favourable judgment, on the truth and permanency of the principles of their construction. They are far, however, from relying with confidence on this observation, or on any other of the kind, or from asserting more of the watches in question than that they are machines of great and indubitable excellence. Of this they conceive abundant confession is made, when of so many time-keepers as have been produced of late years, so few are brought whose going is said to be superior. The best foundation for deciding the question, which makes the proper object for the consideration of the Committee, viz. What is the originality and value of the improvement alledged to be made by Mr. Mudge in the construction of time-keepers? must, they apprehend, be sought for in the report of the gentlemen who have examined the machines in question, and know what the nature of the contrivance is. Whatever doubt may be thought to attend even this mode of judging (and its uncertainty will vary through nearly all degrees, according to the nature of the circumstances) it is, they conceive, far preferable to a judgment from experience, where the experience is of no greater extent than that furnished by the present instance. It is urged in proof of the demerit of these machines, that they were very ill adjusted against the effects of heat and cold. If such is the fact, the inference must be, that with a better adjustment,

their going would have been still more exact. It is said that the application of the part used for adjustment, and the form of one of the springs, is less advantageous than in other watches ; if that be so, these watches, by the use of those methods, will become capable of still greater excellence. No proof has been given to your Committee, nor have they any reason to believe, that the contrivance which contains the supposed invention, is of a nature to be incompatible with either of the improvements above mentioned. Were the watches therefore already made ever so defective in their going, there is no reason for concluding (nor can it be known but by those acquainted with their construction) that with the addition of methods now generally understood and practised, they may not give birth to machines far superior to any at this time in use ; should it be thought necessary by the House, this question might be put to the gentlemen who acted as a sub-committee. As far as your Committee believe and are informed, there is nothing in the present contrivance that is not perfectly consistent with the methods above referred to. The merit and value of this contrivance, as far as the same can be stated on theoretical principles, is fully spoken to by the sub-committee, whose report is as follows :

“ We whose names are underwritten, to whom it hath been referred, by a Select Committee of the Honourable House of Commons, to receive confidentially from Mr. Mudge, a communication of the principles of his time-keepers, and to report thereon ; being assembled at the house of his Excellency Count Bruhl, in Dover Street, on Tuesday the 14th instant, did cause a time-keeper, which was produced to us as one of the two made by Mr. Mudge, and submitted to trial at the Royal Observatory at Greenwich, for twelve months, from June 1789 to June 1790, to be taken to pieces in our presence by Mr. Matthew Dutton ; and having carefully examined the parts of the same, we find a contrivance in it for destroying the inequalities of the maintaining power derived from the main spring, which as far as we know and are informed, is altogether new : and having considered the same, and put many questions concerning it to Mr. Mudge, Junior, and Mr. Matthew Dutton, we are of opinion, that the said contrivance is well calculated for producing the desired effect, and that a disclosure of it may conduce to considerable improvements in the art of making time keepers. We moreover declare that we find great skill and ability displayed in every part of the workmanship, as well as much ingenuity in this particular invention. At the same time it is our opinion, and we think it our duty to declare it so to be, that no judgment can be formed of the exactness of any time-keeper by theoretical reasoning upon the principles of its construction, with such certainty as with



safety to be relied upon, except it be confirmed by experiments of the actual performance of the machine.

" SAMUEL ST. DAVID'S,  
 " GEORGE ATWOOD,  
 " JESSE RAMSDEN,  
 " EDWARD TROUGHTON,  
 " JOHN HOLMES,  
 " CHARLES HALEY,  
 " WILLIAM HOWELLS,  
 " L. A. DE LUC.

" Dover Street,  
 " the 20th of May 1795."

In virtue of this report, and of such other evidence as the enquiry has furnished, your Committee have no difficulty in declaring, that they consider the improvement in question sufficiently ascertained, and as likely to conduce to advantages sufficiently important to attract the notice of Parliament. As a further ground of such notice, it may be right to state to the House certain circumstances relating to the inventor, as well as the merit of the invention itself. It is admitted on all hands, that Mr. Mudge was one of the first watch-makers which this country has produced. It is hardly less admitted, by all who have had an opportunity of inquiring into the fact, that at the end of this period, Mr. Mudge is closing his life with a very scanty pittance; while many of the profession, with no pretence to genius, nor any extraordinary industry, by the mere application of their talents in the way of trade, regardless of any improvement in their art, have amassed splendid and independent fortunes. Mr. Mudge, acting on other principles, and withdrawing from business while his powers were yet entire, devoted twenty years of a life, which his former inventions freely communicated to the trade forbid to be considered as of no value, to the laudable hope of benefiting the world, and adding to the fame of himself and his country, by improvements made in the higher branches of his profession. It would be much to be lamented if endeavours like these, though only tolerably successful, should be left wholly without reward. There is in this instance good reason to hope, that they may have been successful to the full extent of the most sanguine wishes. But other considerations, approaching nearer to a plea of right, may contribute to mark out Mr. Mudge as a proper object of the public bounty. Three years after Mr. Mudge had quitted business, with a view to become a candidate for the reward under the act of longitude, and when he had actually completed his first time keeper; the Legislature thought it necessary to pass a new act, wholly changing the terms of trial, and increasing, in a great proportion, the difficulty through which the reward was to be obtained. It is not contended, that every hardship suffered under the operation of public acts, can

confer on the sufferer a claim to compensation; but your Committee conceive, that where such an instance happens to be distinctly made out, it will strongly recommend the party to the consideration of the Legislature, and insure a liberal and indulgent reception of any other plea which he may have to their favour. It is a fact, that in this instance, the terms of the act subsisting when Mr. Mudge engaged in this undertaking, and applied by the mode of trial adopted by the Astronomer Royal in the case of Mr. Harrison, would have been fulfilled, so far as the trial went, by Mr. Mudge's watches; and, if the performance of these watches, in the further trials required by that act, may be judged of by trials nearly similar, in voyages to Newfoundland, there is nothing to prevent the belief that he would finally have been in a situation to claim, as a matter of right, the whole of the reward granted by that act, being double the reward granted by the act at this time subsisting. The present act does indeed impose conditions so difficult, and so impossible to be surmounted, if enforced to the full extent of which they are capable; that it is to be feared that few artists will engage in an undertaking so discouraging and precarious, or quit the certain gains of their profession, for the hope of rewards which must at last depend for their attainment on the discretion of those by whom they are to be dispensed.

For these considerations, joined to those above set forth, your Committee think themselves authorised to recommend the Petitioner to the attention of the House; conceiving that the circumstances attending his case, give him a strong plea to favour; and that the invention of which he is the author, contains an important improvement in the art of constructing time keepers, such as the House might well wish to secure to the Public, as well as to reward the person by whom it was produced.

[To be continued.]

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### Naval Poetry.

Bright-ey'd Fancy, hov'ring o'er,  
Scatters from her pictur'd Urn  
Thoughts that breathe, and Words that burn!

GRAY.

### ODE TO THE OAK.

FROM THE LATIN OF LORD WELLESLEY.

THOU Oak divine, whose lofty head,  
With boughs majestically spread,  
And waving in the gale,  
In leafy pride o'erlook'st the grove,  
And throw'st thy shadows from above,  
Thou Queen of Trees. all hail!

The Power, whose will the gods obey,  
Who bids the forked lightning play,  
    Made thee his fav'rite choice :  
And, on the fam'd Chaonian coast,  
His sacred presence thou could'st boast  
    And heard'st his awful voice.

Hail fertile mother of the gland,  
Who fed, with an all-bounteous hand,  
    The fathers of our race ;  
Rome honour'd thee ! her bravest son,  
Whose merit glory's guerdon won,  
    Had Oak his brows to grace.

With greater splendour, loftier Fame,  
True British hearts receive thy name !  
    No more thy parent wood  
Thou overlook'st ; the hatchet's wound  
Makes thy proud summit kiss the ground,  
    To tower above the flood.

Fram'd by the skilful artist's hand,  
In nobler pomp array'd you stand,  
    Then launch into the wave ;  
Now proudly floating, in disdain  
You glide o'er Neptune's wide domain,  
    And all his surges brave.

By thee, thou guardian of our shores !  
Each fertile region's precious ores,  
    And wealth, become our own ;  
Britain by thee her sceptre sways  
Far as illume the solar rays,  
    And spreads her high renown.

What, though secure on distant coast,  
The foe maintains an idle boast,  
    Where Biscay rolls his tide ;  
Soon, borne by thee, our thunders roar,  
And echoing round the dreary shore,  
    They crush his impious pride.

E'en now, our cliffs he eager views,  
And empty threats once more renews ;  
    Yet shall he feel again,  
Sinking beneath th' avenging stroke  
That British hearts, and British Oak,  
    Command the azure main.

May saplings crown the farmer's toil,  
 As thick they rise from fertile soil  
     With trunk erect and strong,  
 Long may thy sons, the forest's pride,  
 Hewn into powerful Navies, ride  
     Renown'd in future song.

So shall BRITANNIA, Queen of Isles,  
 Be blest with Plenty's bounteous smiles,  
     And wide extend her reign ;  
 Far as the boist'rous surges roll,  
 Wave following wave, from pole to pole.  
     Across the liquid plain !



### NAVAL BALLAD.

*BY MRS. ROBINSON.*

UPON a lonely desert beach,  
     Where the white foam was scatter'd,  
 A little shed uprear'd its head  
     Tho' lofty barks were shatter'd !  
 The sea-weeds gath'ring near the door,  
     A sombre path display'd,  
 And, all around, the deaf'ning roar  
 Re-echo'd on the chalky shore—  
     By the green billows made.

Above, a jutting cliff was seen,  
     Where sea-birds hover'd, craving,  
 And, all around, the craggs were bound  
     With weeds, for ever waving ;  
 And, here and there, a cavern wide  
     Its shad'wy jaws display'd,  
 And near the sand, at ebb of tide,  
 A shatter'd mast was seen to ride,  
     Where the green billows stray'd.  
 And often, while the moaning wind  
     Stole o'er the summer ocean ;  
 The moonlight scene was all serene—  
     The waters scarce in motion.  
 Then, while the smoothly slanting sand  
     The tall cliff wrapp'd in shade,  
 The FISHERMAN beheld a band  
 Of SPECTRES, gliding, hand in hand—  
     Where the green billows play'd !



And pale their faces were, as snow !  
And sullenly they wander'd !  
And to the skies, with hollow eyes,  
They look'd, as tho' they ponder'd !  
And sometimes, from their hammock shroud,  
They dismal howlings made !  
And while the blast blew strong and loud,  
The clear MOON mark'd the ghastly crowd—  
Where the green billows play'd.

And then, above the haunted hut.  
The CURLEWS, screaming, hover'd ;  
And the low door, with furious roar,  
The frothy breakers cover'd.  
For, in the FISHERMAN'S lone shed,  
A MURDER'D MAN was laid,  
With ten wide gashes on his head,  
And deep was made his sandy bed,  
Where the green billows play'd.

The SPECTRE band, his MESSMATES bold,  
Sunk in the yawning ocean !  
While to the mast, he lash'd him fast,  
And brav'd the storm's commotion !  
The winter MOON upon the sand  
A silv'ry carpet made,  
And mark'd the SAILOR reach the land,  
And mark'd his MURD'RER wash his hand,  
Where the green billows play'd ;

And since that hour the FISHERMAN  
Has toil'd, and toil'd in vain !  
For all the night, the moony light  
Gleams on the SPECTRED main !  
And when the skies are veil'd in gloom,  
The Murd'rer's liquid way  
Bounds o'er the deeply yawning tomb,  
And flashing fires the sands illum—  
Where the green billows play.

Full thirty years his task has grown,  
Day after day, more weary ;  
For HEAV'N design'd his guilty mind  
Should feed on prospects dreary !

Bound by a strong and mystic chain,  
 He has not pow'r to stray,  
 But destin'd MISERY to sustain,  
 He wastes, in solitude and pain,  
 A LOATHSOME LIFE AWAY!



EXTRACTS FROM  
 THE STORM,

AN ODE,

*In Dr. DRAKE'S "LITERARY HOURS."*

HEARD ye the whirlwind's flight sublime,  
 Swift as the rushing wing of Time?  
 The dæmon rag'd aloud!  
 Vaunting, he rear'd his giant form,  
 And tow'r'd amid the gath'ring Storm,  
 Borne on a murky cloud;  
 Vast horror shook the doom of heav'n,  
 And 'neath him far with fury driv'n,  
 The viewless depths of air.  
 Stern o'er the struggling globe he past,  
 While pausing Nature shrank aghast,  
 And through the troubled gloom wild yell'd the fiend Despair.  
 Servant of God! destructive Power!  
 Whilst due to wrath the direful hour,  
 Thou warn'st a guilty world,  
 When bursts to vengeance heaven's blest Sire,  
 When lightens fierce the Almighty's ire,  
 On sin-struck nations hurl'd;  
 Thy terrors load my trembling shell  
 Dread as the madd'ning tones that swell  
 O'er yonder bleak domain. ———  
 —Saw ye the redd'ning meteor gleam!  
 Heard ye, with harsh and hollow scream,  
 Far o'er the dim cold sea, the birds of Ocean wail?  
 Fierce o'er the darkly-heaving waves,  
 The Storm with boundless fury raves,  
 The Sailor starts aghast;  
 His helm, to ruthless vengeance giv'n,  
 O'er the vast surge speeds, idly driv'n,  
 As shrieks the hurrying blast:

Cease, Emma, cease to hope in vain,  
Thou ne'er wilt view thy lord again,

He never shall return!

Pale on the desert shore he lies!

No wife belov'd to close his eyes,

No friend in pitying tones his wave-drench'd limbs to mourn!

### GOD'S PROVIDENCE,

AS EXEMPLIFIED IN THE PRESERVATION OF SEAMEN.

ADDISON.

HOW are thy servants blest, O Lord!  
How sure is their defence!

Eternal Wisdom is their guide,

Their help Omnipotence.

In foreign realms and lands remote,

Supported by thy care,

Through burning climes I pass'd unhurt,

And breath'd in tainted air.

Thy mercy sweeten'd ev'ry soil,

Made ev'ry region please;

The hoary Alpine hills it warm'd,

And smooth'd the Tyrrhene seas.

Think, O my soul, devoutly think,

How, with affrighted eyes,

Thou saw'st the wide extended Deep

In all its horrors rise!

Confusion dwelt in ev'ry fact,

And fear in ev'ry heart;

When Waves on Waves, and Gulphs in Gulphs,

O'ercame the pilot's art,

Yet then from all my griefs, O Lord!

Thy mercy set me free,

Whilst in the confidence of pray'r

My soul took hold on thee;

For though in dreadful whirls we hung

High on the broken wave,

I knew Thou wert not slow to hear,

Nor impotent to save:

The Storm was laid, the Winds retir'd,

Obedient to Thy will;

The Sea, that roar'd at Thy command,

At Thy command was still.

In midst of dangers, fears, and death,  
 Thy goodness I'll adore,  
 And praise thee for thy mercies past,  
 And humbly hope for more.

My life, if thou preserv'st my life,  
 Thy sacrifice shall be ;  
 And death, if death must be my doom,  
 Shall join my soul to Thee.



### OUR COUNTRY.

*BY MR. DIGNUM.*

OUR Country is our Ship, d'ye see,  
 A gallant vessel too,  
 And of his fortune proud is he,  
 Who's of The Albion's crew.  
 Each man, whate'er his station be,  
 When Duty's call commands,  
 Should take his stand,  
 And lend a hand,  
 As the common cause demands.

And when our haughty enemies  
 Our noble Ship assail,  
 Then all true-hearted lads despise  
 What peril may prevail.  
 But, shrinking from the cause we prize,  
 Should lubbers skulk below ;  
 To the sharks,  
 Heave such sparks,  
 They assist the common foe.

Amongst ourselves, in Peace, 'tis true,  
 We quarrel, make a rout ;  
 And having nothing else to do,  
 We fairly scold it out :  
 But once the Enemy in view,  
 Shake hands, we soon are friends ;  
 On the deck,  
 'Till a wreck,  
 Each the Common Cause defends !



PHILOSOPHICAL PAPERS  
AND USEFUL NAVAL PROJECTS.

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*A Plan for the more effectually securing Magazines, Spirit Rooms, and dangerous Stores on board Men of War and Indiamen, or for preventing their being injured by Water, should the Ship prove leaky; and also in such case for preventing the Possibility of her foundering.*

THE present method of securing the magazines of powder, and the stowing of such other dangerous and precious articles on board Ships of war, transports, and Indiamen, not guarding sufficiently against the detrimental and destructive consequences of fire and water, of which so many melancholy instances every day occur; it therefore becomes the indispensable duty of every man to offer his well-founded sentiments on the most probable means of preventing, not only the melancholy consequences which attend such disasters, but the dreadful apprehensions occasioned by the least alarm of fire, or of the leaks gaining on the pumps.

The expedient which I offer for combining these advantages, is as follows: — The Ship's hold to be divided longitudinally into three parts, by a trunk extending *nearly* from the fore to the after part of the Ship below, and from the floor of the Ship to the under deck, occupying the centre of the hold, and one third its diameter; with transverse partitions within, as well to stiffen the trunk, as to divide and accommodate its various contents; the sides thereof to be composed of plank proportioned to the purpose, which are to be two FOLD, or *double*, with a space of about three or four inches between the outer and inner: which space may be filled with common cutty, made of linseed oil and whiting. The planks throughout to be closely and firmly jointed, and the outer surface thereof to be plated over with thin sheet iron. and likewise the under surface of the lower deck. From either side of the trunk two or more metal tubes are to extend to the Ship's sides, and passing through the same, either close by the floor of the hold, or close by the under side of the deck, they will be out of the way of giving any interruption in either situation. These tubes or pipes are to be furnished and secured at the ends next to, and passing between, the Ship's timbers, by close and strong stop-cocks, to be opened and shut by winches or keys, which must extend from the cocks to the upper side of the lower, or middle deck. that neither fire, smoke, water, or any matter in the hold, may any way obstruct or prevent their being speedily applied to; so that the trunk, or such division thereof as the powder and other combustible and precious matters are lodged in, may be filled with water on the first appearance of danger from fire. The casks which contain the powder must be water tight,

as indeed all casks should be which contain perishable matters, and into which only should such be stowed; for the reasons assigned in a former treatise, which I some time ago presented to the Honourable the East-India Directors.

The entrance into the trunk for putting down or taking up what is required, must be from the upper side of the lower deck, by close hatchways. A pump is to be joined to the trunk, to clear it from the water when the danger is over; and also to keep it free from any water that might insinuate itself, should the ship at any time become leaky.

The trunk will be as convenient, and every way as commodious for stowage, as any other part of the ship; and about midway the trunk's length there may be a break or hatch, which will admit a free and open passage from either side of the hold; which also corresponding with the main hatchway, will obviate any inconvenience; but this may be deemed unnecessary, as the trunk is not to extend within a few feet of either extreme of the Ship's hold, and of course there will be a communication in the hold at those parts.

The inconvenience, if any, which may arise from this measure, I leave to those, who disapprove it, to point out. The advantages which appear evidently to result from its adoption are as follow: 1st, The trunk will be as a partition dividing the cargo into three distinct parts, which will be attended with much convenience. 2dly, Neither the lading nor the ballast can possibly shift in the hold in the worst weather. 3dly, When a ship is to sail in ballast, or has a light cargo, no more need be done than to open the cocks and fill the trunk, or any competent divisions thereof, with water; which will be as steady and compact therein, as if it were congealed, and will prove by far the best sailing ballast, as it will every way lay nearest to the centre of motion, and may be removed or taken in without expence or trouble. 4thly, One portion of the trunk may be applied to the ship's store water, which can be taken up by a small pump as occasion requires. 5thly, The hold being thus subdivided, the contents of either portion may be come at with ease and expedition, and the labour avoided of rummaging a confused cargo for a remote and necessary article. 6thly, The magazine or spirit stores cannot blow up, though the ship were on fire in every other part. 7thly, The ship will be in no danger of foundering, although filled with water; as the trunk would then be as a steady, tight, and capacious empty cask in the ship's hold, preserving more than a sufficient area therein to keep her for ever afloat, were she loaded with any thing beside minerals. 8thly, All matters in the trunk will be preserved from being spoiled by bilge or salt water, in any case of leakage. 9thly, The trunk extending along the centre of the ship's hold, and below the level of the water, cannot be injured by gun-shot,

or affected by any external accident the ship may meet with. 10thly, the magazine may be come at with facility, without the necessity and danger of taking down a light. 11thly, The ship's hold will be so substantially braced and fortified by the trunk, that she can neither strain, bulge, or break her back, and thereby the Ship and her whole contents will be preserved, when otherwise all might perish. Lastly, The owner will be under no apprehension for his ship, thus provided against the worst that may happen; the merchant for his goods; or the seamen for their lives: as they need not dread fire, foundering, nor blowing up, and of course will not be induced to quit their ships, which too frequently happens from such apprehensions.

In fine, I trust it will appear that the numerous advantages, particularly to men of war and Indiamen, resulting from this simple, unexpensive, and efficacious mode of preservation, must far outweigh any objections that can be urged against it.

A. B.



*Project for rendering more permanently useful that excellent Charity the Marine Society, and for enlarging its beneficial Effects, by a Plan which would lessen the severe Hardship of Impressing Seamen, and in future render it nearly unnecessary.*

IT is presumed, that a plan for lessening by degrees so obnoxious (though necessary) an evil, and one so disagreeable to the feelings of Englishmen of every degree, as that of pressing Seamen, will be considered by the generality of the nation as of such consequence, and attended with such beneficial effects as to call for the support of almost every individual—some from charitable motives, others from patriotic sentiments, and many from political interests. The following plan does not attempt to eradicate the evil at once, but by educating a considerable number of boys solely for the purpose of serving in the Navy when wanted, it is calculated, that in a given number of years from thirty to forty thousand men will be in readiness to repair on board the Navy on any emergency.

For this purpose, not only individuals, but corporate bodies, and all societies, should be invited to subscribe to and assist this Institution, which would certainly be of greater magnitude than any other charity whatever; comprehending not only an expeditious plan of manning the Navy, exempting the British Sailor from being torn from his family and friends, but making a provision for the children of those who are either incapable, or unwilling, to render them useful members of society. For these reasons it is hoped a large annual subscription may be raised, adequate to the object in view.

It is proposed to place this Institution under the immediate inspection of the Lords of the Admiralty and the Committee of the Marine

Society, as it can be only through their favour and protection it can possibly succeed.

It is intended, according to the amount of the annual subscription, to have either one, two, three, or four, different receptacles or schools, for the boys admitted into this Institution : an old Ship of war, rigged with jury masts (similar to that of the Marine Society's), moored in the River Thames ; another in the Medway ; one at Langston Harbour, or Porchester Lake ; and a fourth in Hamoaze. It is presumed each Ship would contain 1000 or more boys, making in the four ships a body of 4000 boys, who, from their first entrance on board, should, in every respect, be treated as if actually on service, on board a man of war ; they should have hammocks slung, be called by Boatswain's pipes, have three banyan days weekly, and, in short, be under the same regulation as a man of war. Each ship should be commanded by a commissioned officer of the Navy, assisted by a Boatswain and his mates. The employment should be to learn to knot and splice, heave the lead, &c. Old sails bent to the jury yards would teach them to reef, furl, bend and unbend, rig and unrig top-masts. They should work up junk into spun yarn, nettles, points, gashets, robbins, and plats for cables. As they grew more useful, they would make twice layed rope ; in short, being supplied by Government with materials, they might be most usefully employed, and supply the respective dock yards with all these useful articles, which are now very expensive. Some might be taught sail-making on board the vessels, which would render them highly useful in future.

It is proposed to receive boys above twelve years of age, from public charities, parish apprentices, and children of distressed, idle, indigent, or of vicious parents ; they should remain for one, two, or three years, according to their age and size, that when they are discharged they may be of height and strength sufficient (added to the useful knowledge they have acquired) to be of considerable service on board any ship they may be sent in.

From the time of their entry, they should be taught that they were fed and clothed on purpose for the Navy (this should be always held up to them) ; and that their services would be expected whenever wanted. In war they should be sent on board a man of war ; in peace (if not wanted in guard ships or frigates), they might be sent on board merchant ships, under an obligation on their part to repair on board a man of war, in case of war or armament. Registers should be kept, and certificates sent with them, stating their name, age, and the service they were intended for. They should be received into men of war, at all times, in preference to others.

It will be objected, the tie upon these men is not sufficient to oblige them to return to the Navy when wanted. In answer, the obligation will go so far, that boys, being taught from their early youth,



that they are intended for this service, will naturally expect it ; and from being used to men of war, will not be so much afraid of them as others usually are. Another argument is, that should they attempt to keep back, the sailors (not belonging to this Society) on board any ship they may chance to be in, will not fail to oblige them to come forward, to save themselves. Should the funds of the society allow it, a great tie upon these men, would be a small annual bounty to be paid each upon his appearance, and producing his discharge from the school ships. Sailors are at all times so much in want of money, there are few who would not receive the bounty, and consider themselves at all times liable to serve in his Majesty's Navy. Another precaution might be used (if thought necessary,) of puncturing each boy with a particular mark in a conspicuous part of his face or hands (as sailors universally do in sport) ; this might be considered ridiculous, but it would be an infallible mark, for it never wears out. Another great reason for forming such an Institution is, that if any of these people did not readily come forward into the Navy, when wanted, it could not be considered as cruel to oblige them to fulfil the express intention of serving in the Navy ; for which purpose they were originally saved (by benevolence) from idleness, vice, and its attendant consequences.

The expence of this Institution, at the first view, may appear to be very great ; but when considered, will be much less than immediately apprehended. It would be expected that boys received from the numerous charities of this kingdom, would be sent properly clothed in coarse canvas for summer, and woollen jackets for winter : by keeping them in constant employment, they will very speedily gain a sufficiency (by supplying the dock-yards, &c. as before mentioned) to pay wholly for their maintenance. Two thirds of the present naval allowance of bread and meat, half allowance of beer, a smaller proportion of pease and oatmeal, with a large quantity of vegetables, will be fully sufficient for each boy.

Should this Project attract the attention of any person of sufficient consequence, or should it serve as an outline for persons of superior abilities to form a better one by, the intentions of the writer will be fully answered.

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## CORRESPONDENCE.

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MR. EDITOR,

*Portsmouth, 1st May, 1800.*

ON perusing the Naval Chronicle (Vol. III. No. 14) I perceived a letter with the signature of "A British Seaman's Friend," remarking the rules of the service not permitting that any Gazette

account should be published respecting the engagement of a single ship, when no capture took place; alluding to *La Loire* French frigate, which he says Captain Newman conjectured to have foundered. In order to make his statement appear with more perspicuity, it is necessary to observe, that his Majesty's ship *Anson* (which he mentions) sailed from Plymouth Sound in September 1798, after having seen *La Flore* French frigate, captured off Bourdeaux, safe into *Hamaze*, the receptacle for prizes, a few days after fell in with the *Ethalion*, *Amelia*, and *Sylph* brig, watching a French Squadron \*, with troops, supposed to be destined for Ireland. Captain Durham, agreeable to orders from Captain Countess, cheerfully joined them, and kept company for three weeks †, during gales of wind, darkness by night, &c. &c. until the enemy appeared off Ireland, and were attacked by the squadron under the command of that distinguished officer, Commodore Sir John Borlase Warren, Bart. K. B. &c. (now Rear Admiral of the Blue). The *Anson*, from the tempestuous weather before mentioned, and carrying a heavy press of sail, ever eager to obey and enforce the Commodore's orders, unfortunately carried away the mizen mast, main and topsail yards, on the night of the 11th, just as she was closing, in high style, with the sternmost of the enemy; and the Captain, officers, and men, flattering themselves they would be fully repaid for all their fatigue and anxiety. Here was a sad disappointment! in a moment all was gloom and despair! Still, from indefatigable exertions, cleared the wreck, and by day-break got the ship in the best state for service, and engaged five of the enemy's frigates for two hours and fifty minutes; the whole of the time within half pistol shot. In this attack had four officers and fifteen scamen badly wounded; four of the latter since dead, and the rest lost to the service; not a sail left to the yards; standing and running rigging cut to pieces; fore and main masts, fore yard, topmast, and bowsprit, shot through in several places, and close on a lee shore: having scarcely repaired part of the damages sustained, when she fell in with *La Loire* (the headmost Ship of the five she engaged on the 12th, and by Citizen Joseph Andrien Segoude, her commander's account, had five seamen and soldiers killed, 10 seamen and 14 soldiers wounded), which she captured after one hour and fifteen minutes warm work. *La Loire* had 48 men killed, and 75 wounded; both days total 152 killed

\* *Le Hoche* 80 guns, *La Loire* 46, *L'Ambuscade* 40, *La Coquille* 40, *La Bellona* 36, *La Resolu* 40, *L'Immortalite* 42, *Le Renomme* 46, *La Similante* 36, and *L'iche* schooner 6.

† When within four miles of the French Squadron, under easy sail, a Ship hove in sight, having hailed her, she was found to be a re-capture: Captain Durham ordered the jolly boat to be lowered down, exchanged prisoners, manned and sent her to England, observing to his First Lieutenant, "I think this will enrage these scoundrels greatly." What was singular, the French Ships never altered their course.

and wounded. The Seaman's Friend also makes remarks on Captain Durham's letter to the Admiralty—"that he found his antagonist so much crippled to his hands."—Captain Durham's words were (looking aloft at his own Ship) "fortunately for me, with the loss of her fore and main top masts;" he mentions the assistance received from the Kangaroo; she is entitled to every applause, having carried a press of sail, and greatly assisted to exchange prisoners in a heavy sea, but did not come up till eight minutes after La Loire struck. Mr. Editor, from being on board at that time, these remarks came under my eye, which you may depend are correct; if you think them worth notice, (perhaps they may inform The Seaman's Friend further, who pretends to have only known it by hearsay,) insert them in your next. I am, Sir, your very humble Servant,

NAUTICUS.

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MR. EDITOR,

**V**IEWING the many improvements in the Navy of late years there is one wanting: though in some degree altered, even now it requires attention; this is the article of slop clothing, issued to the sailors on board his Majesty's ships.

When such considerable quantities of each article are contracted for, and made at the same time, they ought to be furnished to the sailors equal in goodness, and at the same price, as any they could purchase from the slop merchants, and a considerable profit remain; but it is well known this is not the case, for the inferiority in every article is manifest. When a Contract for Slops is entered into at the Navy Office, a specimen of every part of a sailor's dress is shewn to the contractor, who is obliged to furnish the whole equally good; every bale, upon being received into the store-houses, is surveyed by the officers of the dock-yards, and reported equal in goodness to the specimen; but, alas! these bales are accompanied by hampers, cases, &c. containing articles essentially different from slop clothing, and are not included in the Report.

To remedy this evil in some degree, and that the sailor may have less cause of complaint against the requisite clothes he is obliged to purchase out of his pay, it is humbly recommended to the present excellent Comptroller of his Majesty's Navy (who cannot from his great experience be ignorant of the abuse now complained of), that in future a specimen of every article of slop clothing be sent on board each of his Majesty's Ships; and that the bales, upon being received on board, should be inspected by particular officers, as the Captain or First Lieutenant, and Master: and they should certify that the contents of every bale answer to the pattern from the Navy Office.

HINT.



## Gazette Letters.

ADMIRALTY OFFICE, MARCH 25.

*Copy of a Letter from Admiral Kingsmill, Commander in Chief of his Majesty's Ships and Vessels on the Coast of Ireland, to Evan Nepean, Esq. dated at Cork, the 9th instant.*

SIR,

IN my letter of the 2d instant, I acquainted my Lords Commissioners of the Admiralty of the arrival of the French brig privateer *Telegraphe*, sent in by his Majesty's sloop *Kangaroo*. I now have the pleasure to inclose, for their information, a copy of Captain Brace's letter to me, giving an account of the particulars. The very gallant and beneficial services of that excellent Officer, in capturing the enemy's privateer at an early period of her cruise, and retaking two valuable merchant ships, deserve every recommendation; but it will, I trust, be needless for me to attempt pointing out to their Lordships, conduct which has on this, as well as on former occasions, shewn itself to be so highly meritorious. The French prisoners who were on board the *Kangaroo* assert, that the French brig which made her escape was the *Grand Decide*, of 18 brass twelve-pounders, and 150 men. I conclude the two Officers of the army, Captain Hearnese and Lieutenant Bournes, so handsomely mentioned by Captain Brace, were recaptured in the ship *Chance*.—I have the honour to be, &c.

R. KINGSMILL.

SIR,

*Kangaroo, at Sea, 25th Feb.*

It has been the good fortune of his Majesty's sloop under my command to capture and recapture the vessels named in the margin\*. The *Telegraphe* is a fine French brig privateer, quite new, and sails remarkably fast; mounting 14 carriage guns of different calibre, and having on board 78 men. I am pleased with having captured her in such weather, with no other accident than the First Lieutenant, Mr. Thomas Toulerton (a good Officer), having received a violent contusion in the face, from the chase gun being thrown off (by the motion of the sloop) whilst he was pointing her. I now beg leave to refer you to my journal. You will perceive that I carried away the main-boom on the 23d ult. in chase of a ship privateer; and that I parted company with *Le Telegraphe*, Lieutenant Tompson, in chase of a brig to leeward. In addition to that I have to acquaint you, that at eight A. M. on the 25th instant, in lat. 50 deg. N. long. 12 deg. W. I brought to action a French brig privateer of 18 guns, which, after a warm contest of an hour, fifty minutes of it fought in good style, close to each other, she began to make off, having damaged the rigging and sails so as to prevent my closing with her again, though every exertion was made on the part of the officers and men, being at the time short of forty-four Officers and men away in prizes, six men unable to attend their quarters, six wounded, and four centinels over seventy-eight prisoners in the hold; that considered, I trust it will appear to you that there is much merit due to the Officers and men on board. I have to acknowledge myself indebted to Captain Hearnese of the 43d regiment, and to Lieutenant Bournes of the 1st West India regiment, for their assistance; and I beg you will be pleased to recommend to my Lords Commissioners of the Admiralty, Lieutenant Toulerton, and Mr. Edward Verling, the Master.—I have the honour to be, &c.

E. BRACE.

*List of Men Wounded in Action.*—Mr. William Allen, Boatswain; Thomas Marks, seaman; William Johnson, ditto; Henry Pitts, ditto, George Moore, ditto; William Milliard, Marine.—None killed.

\* *Minerva*, an American ship, laden with tobacco, retaken on the 22d instant, in lat. 49 deg. 44 min. N. and long. 12 deg. 37 min. W. *Le Telegraphe*, twenty days out from St. Maloes, had on the 11th instant taken the *Elizabeth* brig, from Lisbon, laden with fruit.—*Chance*, West Indiaman, from Martinique, recaptured on the 24th, in lat. 49 deg. 48 min. N. and long. 13 deg. W. and in company on the 25th ult.



*Copy of another Letter from Admiral Kingsmill to Evan Nepean, Esq. dated at Cork, the 12th inst.*

SIR,

I beg you will acquaint their Lordships, that another very fine French ship privateer, called *Le Coureur*, arrived this day, having been captured by the *Revolutionaire*, as mentioned in the inclosed copy of a letter from Captain Twysden. This privateer will make a most capital sloop of war, being perfectly new, and in every respect fit for his Majesty's service.

I have the honour to be, &c.

R. KINGSMILL,

SIR,

*Revolutionaire, at Sea, 5th March.*

At eleven o'clock last night, the *Revolutionaire* captured the French ship privateer *Le Coureur*, twenty days out from Nantes, pierced for 18 guns, mounting 10 six-pounders and four carronades, and 158 men. On the 28th of last month, she captured his Majesty's ship *Princess Royal*, for Tortola; but I am happy to add, the Captain, with the greatest part of the crew, are retaken in the privateer. *Le Coureur* is quite new, this being her first cruise, copper-bottomed, and sails delightfully. I am, &c.

T. TWYSDEN.

*Copy of another Letter from Admiral Kingsmill to Evan Nepean, Esq. dated at Cork, the 10th instant.*

SIR,

Be pleased to acquaint my Lords Commissioners of the Admiralty, his Majesty's ship *Phœbe* arrived in Kinsale yesterday, with the *Heureux* French ship privateer, of 22 brass twelve pounders, and 220 men. Copy of Captain Barlow's letter to me, with the particulars, I inclose for their Lordships information. I feel great pleasure at a ship of the *Heureux's* superior description being captured from the enemy, and great merit is due to Captain Barlow for his exertions in the protection and assistance he has afforded the trade during his cruise. I have the honour to be, &c.

R. KINGSMILL.

SIR,

*Phæbe, Kinsale Harbour, March 9.*

I have to acquaint you, that on the 5th instant, in lat. 50 deg. 2 min. N. long. 14 deg. 43 min. W. his Majesty's ship under my command captured the French ship privateer *Heureux*, of Bourdeaux, mounting 22 brass twelve-pounders, and manned with 220 men. She bore down to us at eight in the morning, her Commander taking the *Phœbe* for an East Indiaman, and not discovering his error until within point blank musket shot, when she wore on our weather bow, and hauled to the wind on the same tack as the *Phœbe*. In this situation she began a spirited well-directed fire, which was kept up a considerable time, in the hope of escaping by disabling our masts, sails, and rigging; an act of temerity to be regretted, as it occasioned a loss to his Majesty's ship of one seaman killed and five wounded, two of them mortally, and since dead; and to the enemy a loss of eighteen killed and twenty-five wounded, most of which have lost limbs. The *Heureux* is the most complete flush deck ship I have ever seen, coppered, copper fastened, highly finished, and of large dimensions, viz. 128 feet long, 32 and a half broad, and admeasures near 600 tons. The accounts given of her sailing are very extraordinary: she will be considered as a most desirable ship for his Majesty's service. She had been out forty-two days, and had taken only a small Portuguese sloop, laden with wine, which had been blown off the land in her passage from Limerick to Galway.

I have the honour to be, &c.

ROBERT BARLOW.

*Extract of a Letter from the Hon. Courtenay Boyle, Captain of his Majesty's Ship Cormorant, to Evan Nepean, Esq. dated in the River Tagus, the 7th of March.*

On the 20th ult. I retook the *Elizabeth Jane*, of London, from the Bahamas, with twenty-five Frenchmen on board her; that vessel parted with me on the 24th, and I have not since heard of her. On the evening of that day, in lat. 45 deg. 45 min. N. 10 deg. 29 min. W. I captured the Spanish brig privateer *El Batardo*, of 14 guns, and 87 men, out of St. Andero eight days, on a cruise of three months; had made no captures. It then blowing a hard gale of wind,

and a very heavy sea running, I thought it impossible to take possession of her, but by the zealous and well-managed conduct of Mr. Joseph Blyth, my Second Lieutenant, with the Gunner and seven other volunteers, she was boarded; the boat, in the attempt to exchange prisoners, sunk, when, from the few persons on board with Mr. Blyth, and the darkness of the night, the Spaniards twice attempted to retake her, but were frustrated.

ADMIRALTY-OFFICE, MARCH 27.

Major Douglas, late Commander of the party of Marines serving on board his Majesty's ship the *Tigre*, arrived this morning with dispatches from Sir Sidney Smith, Knt. Captain of that ship, and senior Officer of the squadron employed on the coast of Egypt, containing an account of the capture of the fort of El Arish, by an advanced body of the army of the Grand Vizir, assisted by a detachment of marines from his Majesty's ships, under the orders of the Major. By this account it appears that the Grand Vizir moved from Gaza to El Arish on the 20th December last, and that the French Commandant having refused to capitulate, the fort was reconnoitred by Major Douglas, accompanied by Lieutenant Colonel Bromley and Capt. Winter; that batteries were erected on the 24th, and the following days, the fire of which was attended with complete success; and that on the 29th in the morning, the enemy having ceased firing, Major Douglas ascended the wall of the fort, by means of a rope which was let down for him, and received the sword of the French Commandant; but that it having been found impossible in the first moments to restrain the impetuosity of the Turkish troops, three hundred of the French garrison were put to the sword; the remainder were, however, by his exertions, and those of the Turkish Commanding Officer, placed in security, and the sick and wounded taken care of.

The Major acknowledges himself highly indebted to the assistance of Lieutenant Colonel Bromley, and commends the good conduct of Captains Winter and Trotte, and the gallant behaviour of Mr. Thomas Smith, Midshipman, belonging to the *Tigre*, and represents that the cheerful manner in which the whole detachment performed their duty, exposed as they were in the Desert without tents, very ill fed, and with only brackish water to drink, gained them the admiration of the whole Ottoman army.

ADMIRALTY-OFFICE, MARCH 29.

*Copy of a Letter from Captain Sir William Sidney Smith, Captain of his Majesty's ship Tigre, to Evan Nepean, Esq. dated off Jaffa, the 8th of November 1799.*

SIR,

I have the honour to inclose a copy of my letter to the Right Honourable Lord Nelson (of this date), for the information of the Lords Commissioners of the Admiralty. I have the honour to be, Sir, &c.

W. S. SMITH.

MY LORD,

*Tigre, off Jaffa, 8th Nov. 1799.*

I lament to have to inform your Lordship of the melancholy death of Patrona Bey, the Turkish Vice-Admiral, who was assassinated at Cyprus in a mutiny of the Janissaries on the 18th of October; the command devolved on Seid Ali Bey, who had just joined me with the troops from Constantinople, composing the second maritime expedition destined for the recovery of Egypt. As soon as our joint exertions had restored order, we proceeded to the mouth of the Damietta branch of the Nile, to make an attack thereon, as combined with the Supreme Vizir, in order to draw the attention of the enemy that way, and leave his Highness more at liberty to advance with the grand army on the side of the Desert. The attack began by the *Tigre's* boats taking possession of a ruined castle situated on the eastern side of the Bogaz, or entrance of the channel, which the inundation of the Nile had insulated from the main land, leaving a fordable passage. The Turkish flag displayed on the tower of this castle was at once the signal for the Turkish gun-boats to advance, and for the enemy to open their fire in order to dislodge us; their nearest post being a redoubt on the main land, with two thirty-two pounders, and an eight pounder field-piece, mounted thereon, a point blank shot distance.

The fire was returned from the Launch's carronade, mounted in a breach in the castle, and from field-pieces in the small boats, which soon obliged the enemy to discontinue working at an intrenchment they were making to oppose a landing. Lieutenant Stokes was detached with the boats to check a body of cavalry advancing along the neck of land, in which he succeeded; but I am sorry to say, with the loss of one man killed and one wounded. This interchange of shot continued with little intermission during the 29th, 30th, and 31st, while the Turkish transports were drawing nearer to the landing place, our shells from the carronade annoying the enemy in his works and communications; at length the magazine blowing up, and one of their thirty-two pounders being silenced, a favourable moment offered for disembarkation. Orders were given accordingly; but it was not till the morning of the 1st November that they could effectuate this operation.

This delay gave time for the enemy to collect a force more than double that of the first division landed, and to be ready to attack it before the return of the boats with the remainder. The French advanced to the charge with bayonets. The Turks completely exculpated themselves from the suspicion of cowardice having been the cause of their delay; for when the enemy were within ten yards of them, they rushed on, sabre in hand, and in an instant completely routed the first line of the French infantry. The day was ours for the moment; but the impetuosity of Osman Aga and his troops occasioned them to quit the station assigned them as a corps of reserve, and to run forward in pursuit of the fugitives; European tactics were of course advantageously employed by the French at this critical juncture. Their body of reserve came on in perfect order, while a charge of Cavalry on the left of the Turks put them completely to the route in their turn. Our flanking fire from the castle and boats, which had been hitherto plied with evident effect, was now necessarily suspended by the impossibility of pointing clear of the Turks in the confusion. The latter turned a random fire on the boats to make them take them off, and the sea was in an instant covered with turbans, while the air was filled with piteous moans, calling to us for assistance; it was (as at Aboukir) a duty of some difficulty to afford it them, without being victims to their impatience, or overwhelmed with numbers; we, however, persevered, and saved all, except those which the French took prisoners by wading into the water after them; neither did the enemy interrupt us much in so doing. Major Douglas and Lieutenant Stokes, who were with me on this service, gave additional proofs of their zeal, ability, and bravery, and the boats' crews, as usual, behaved admirably.

The loss in killed on our side cannot be ascertained. The French General, in his offer to exchange prisoners on the general account, assures me he has eleven hundred. As to the enemy's loss, we have no means of estimating it; but it must have been sufficient to convince them that such victories as these, against troops, which, though irregular, will fight hand to hand with them, must cost them dear in the end. I have the honour to be, my Lord, &c.

W. S. SMITH.

ADMIRALTY-OFFICE, MARCH 29.

*Copy of a Letter from the Right Honourable Lord Keith, K. B. Vice Admiral of the Red; and Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated on board the Queen Charlotte, off Vallette, 24th Feb. 1800.*

SIR,

My letter of the 15th acquainted you, for the information of their Lordships, that I had received intelligence of the reported approach of an enemy's squadron towards this island; and although I had considerable difficulty in persuading myself that they would hazard the attempt in the face of so superior a force, I nevertheless considered it incumbent upon me to take the necessary precautions of reconnoitring the quarter in which they were to be expected, and at the same time guarding most particularly the entrance of the harbour of Vallette, as the only point in which they could secure themselves, and debark their troops and stores. The wind being strong from the south east, and accompanied with rain, I could only communicate by signal; I accordingly denoted the bearing, and the reputed force of the enemy, and directed the



Foudroyant, Audacious, and Northumberland, to chase to windward, and the Lion to look out off the passage between Goza and Malta, while the Queen Charlotte was kept as close in with the mouth of the harbour as the batteries would admit of; the Alexander at the same time was under weigh on the south-east side of the island. On the 16th I was joined by the Phaëton, from Palermo; and the wind having shifted to the north-west, which afforded a favourable opportunity for landing the Neapolitan troops at Marsa Sirocco, I accordingly embraced it, and in the afternoon returned off the harbour of Valette. Signals were made from various parts of the island of an enemy's being in sight, and with the Queen Charlotte, Phaëton, Serena Neapolitan frigate, and Minorca sloop, I anxiously continued to maintain a position near the shore, to prevent the enemy from passing within us, and to expose them to the attack of his Majesty's ships that were in pursuit of them. On the morning of the 19th, El Corso joined with a large French armed store ship which she took possession of at four o'clock in the afternoon of the 18th, by signal from Lord Nelson, whose squadron was then engaged with the French; Captain Ricketts reported this ship to be the Ville de Marseilles, loaded with salt meat, brandy, wine, clothing, stores, &c. &c.; she sailed from Toulon on the 7th instant, in company with the Genereux 74, Admiral Perrée, Badine 24, and two Corvettes, having near four thousand troops on board for the relief of Malta. At four P. M. the Foudroyant and Audacious joined me, and I was acquainted by Rear-Admiral Lord Nelson, that the Genereux had surrendered without any action, and that the three corvettes had escaped, from all the line of battle ships having anxiously pressed after the French Admiral. I have the honour to enclose a copy of Lord Nelson's letter.

His Lordship has on this occasion, as on all others, conducted himself with skill and great address in comprehending my signals, which the state of the weather led me greatly to suspect. Captain Peard has evinced excellent management from the moment he first discovered the enemy off the south-west end of Sicily until the period of the capture; and Lieutenant William Harrington, commanding the Alexander in the absence of Captain Ball, has shewn great merit in so ably conducting that ship in presence of so superior a force, previously to the appearance of Lord Nelson; I beg leave to recommend him to their Lordships' consideration.

I have detached ships in all directions to endeavour to pick up the stragglers.

I have the honour to be, &c. &c. &c.

KELI H.

*Foudroyant, at Sea, off Cape di Corvo, Eight Leagues  
West of Cape Passaro, off Shore about Four Miles,  
18th February 1800.*

MY LORD,

This morning at daylight, being in company with the ships named in the margin\*, I saw the Alexander in chase of a line of battle ship, three frigates, and a corvette. At about eight o'clock she fired several shot at one of the enemy's frigates, which struck her colours, and leaving her to be secured by the ships astern, continued the chase. I directed Captain Gould, of the Audacious, and the El Corso brig to take charge of this prize.

At half past one P. M. the frigates and corvette tacked to the westward; but the line of battle ship not being able to tack without coming to action with the Alexander, bore up. The Success being to leeward, Captain Peard, with great judgment and gallantry, lay across his hawse, and raked him with several broadsides: in passing the French ship's broadside, several shot struck the Success, by which one man was killed, and the Master and eight men wounded.

At half past four, the Foudroyant and Northumberland coming up, the former fired two shot, when the French ship fired her broadside and struck her colours. She proved to be the Genereux, of 74 guns, bearing the flag of Rear-Admiral Perrée, Commander in Chief of the French naval force in the Mediterranean, having a number of troops on board from Toulon, bound for the relief of Malta. I attribute our success this day to be principally owing to the extreme good management of Lieutenant William Harrington, who commands the Alexander in the absence of Captain Ball; and I am much pleased

\* Northumberland, Audacious, and El Corso brig.



with the gallant behaviour of Captain Peard of the Success, as also with the alacrity and good conduct of Captain Martin and Sir Edward Berry.

I have sent Lieutenant Andrew Thompson, First Lieutenant of the Foudroyant, to take charge of the Genereux, whom I beg leave to recommend to your Lordship for promotion; and have sent her, under care of the Northumberland and Alexander, to Syracuse, to wait your Lordship's orders.

I have the honour to be, my Lord, &c.

BRONTE NELSON.

ADMIRALTY-OFFICE, MARCH 26.

*Copy of a Letter from Vice-Admiral Lord Keith, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated Syracuse, 26th Feb.*

SIR,

I have the honour to inclose to you, for the information of their Lordships, an extract of a letter received by me from Captain Bowen, of his Majesty's ship the Caroline, acquainting me with the capture of a French privateer; and another from Captain Ballard, of the Pearl, reporting his having driven a Genoese armed vessel ashore off Narbonne.

I have the honour to be, Sir, &c.

KEITH.

*Extract of a Letter from Captain Bowen, of his Majesty's Ship Caroline, to Lord Keith, dated at Sea, Jan. 16.*

MY LORD,

I have the pleasure to inform your Lordship, on the 15th instant, at eleven A. M. in lat. 37 deg. 45 min. longitude 13 deg. 8 min. W. I perceived a vessel, which suspecting to be a cruiser, I chased, and by eight in the evening, being alongside, she struck without firing a gun; she proves to be La Vulture, a French privateer ship of Nantz, out thirty-eight days, commanded by Citizen Bazill Aug. Eug. Laray; she is a remarkable fast sailer, pierced for 22 guns, and mounting four twelve-pounders, two thirty-six pound carronades (brass), sixteen six-pounders (iron), two of which she threw overboard during the chase; had on board when captured 137 men.

*Extract of a Letter from Captain Ballard of his Majesty's Ship Pearl, to Lord Keith, dated Port Mahon, 15th Feb.*

MY LORD,

On the 9th instant, being drove by contrary winds to the westward of Marseilles, I chased and forced on shore off Narbonne a Genoese ship polacre, of 14 guns, where she was totally lost; her crew stepped from the vessel on shore, and the few settees she had under convoy got into Adge.

ADMIRALTY-OFFICE, MARCH 29.

*Extract of a Letter from Lord Viscount Duncan, Admiral of the White, and Commander in Chief of his Majesty's Ships and Vessels in the North Sea, to Evan Nepean, Esq. dated at Yarmouth the 26th instant.*

Arrived here this morning the French cutter privateer Perseverant, mounting 14 guns, and 49 men, taken by the Cruiser on the Brown Bank the 23d instant, belonging to Dunkirk; had been out twenty days, last from the Texel, where she had been two days, but had not captured any thing. I have received no letter from Captain Wollaston, the Cruiser being left in chase of another vessel.

I am, &c.

DUNCAN.

P. S. Since writing the above, Capt. Wollaston is arrived with the Cruiser and another brig cutter privateer, and inclosed are his two letters.

MY LORD,

*Cruiser, at Sea, March 24.*

I beg leave to acquaint you, that on the 23d instant, in the act of boarding two brigs, I discovered a suspicious sail to the eastward, to which I immediately gave chase; and after a chase of five hours, came up with and captured the French cutter privateer Perseverant, of 14 guns and 47 men, commanded by Captain Delatre, belonging to Dunkirk. She is a remarkably fine vessel, copper bottomed, and has captured an amazing number of vessels in the North Sea. I am, my Lord, &c.

C. WOLLASTON.

MY LORD,

*Cruizer, Yarmouth Roads, March 26.*

I have the pleasure to inform you, that yesterday upon boarding a brig belonging to Bremen, the Master informed me he had been hailed about three hours before by a French brig steering to the North East. I immediately made all sail possible in that quarter, and at half past eight ran alongside of her, when she struck to his Majesty's sloop. She proved to be the Flibustier, of 14 guns, and 54 men, Captain Cany, belonging to Dunkirk: sailed the day before, and had taken nothing. I am, my Lord, &c.

C. WOLLASTON.

*Copy of a Letter from Lieut. Murray, commanding his Majesty's Brig Seaflower, to Evan Nepean, Esq. dated Jersey, 20th inst.*

SIR,

I have the honour to acquaint you, for their Lordships' information, that his Majesty's brig Seaflower, under my command, on the morning of the 19th inst. Guernsey bearing S. E. by S. six leagues, saw a strange sail bearing S. by W. two or three leagues, to which we immediately gave chase, and I have the satisfaction to inform, that, after a long chase of ten hours and a half, came up and captured her, Cape Frahal bearing S. by E. three leagues. She proved to be the Chaser lugger privateer, of St. Maloes, mounting 14 carriage guns, and 30 men. Nine of her guns she threw overboard during the chase. Commanded by Citizen Gillies, out ten days from Raro, without taking any thing. She is quite new, and sails fast. I have the honour to be, &c.

J. MURRAY.

ADMIRALTY-OFFICE, APRIL 12.

*Copy of a Letter from the Right Hon. Lord Bridport, K.B. Admiral of the White, &c. to Evan Nepean, Esq. dated in Torbay, the 7th inst.*

SIR,

Herewith you will receive a copy of a letter from Captain Cooke, of his Majesty's ship Amethyst, stating the capture of the Mars French privateer, mounting 20 twelve-pounders and two thirty-six pound carronades, which is transmitted for their Lordships' information. I have the honour to be, &c.

BRIDPORT.

MY LORD,

*Amethyst, at Sea, April 1.*

I have the honour to acquaint your Lordship, that his Majesty's ship under my command captured last night the Mars French ship privateer, belonging to Bourdeaux, mounting 20 twelve pounders and two thirty-six pound carronades, and manned with 180 men. She had been out on a cruise, had made several captures, and was returning into port. I feel peculiar pleasure in having made this capture, as she was esteemed one of the finest privateers fitted out of Bourdeaux. I have the honour to be, &c.

JOHN COOKE.

*Letter from Capt. Towry, of the Uranie, to the Right Hon. Lord Bridport.*

MY LORD,

*Uranie, at Sea, March 25.*

I beg leave to inform your Lordship of my having, in his Majesty's ship under my command, this morning captured Le Cerberre French schooner privateer, of six guns and 20 men, three days from Bayonne, and had taken nothing; she is coppered and sails fast. I have the honour to be, &c.

*Right Hon. Lord Bridport, K. B. &c.*

G. H. TOWRY.

*Copy of a Letter from Capt. Temple, of the Jalouse, to Vice Admiral Dickson.*

SIR,

*Jalouse, at Sea, April 5.*

It gives me great pleasure to inform you, that I this morning captured a small French cutter privateer L'Inattendu, with 25 men, armed with two guns and small arms; she left Ostend on Wednesday last—has not taken any thing.

I have the honour to be, &amp;c.

*Vice-Admiral Dickson.*

J. TEMPLE.

*Copy of a Letter from Capt. Sotherton to Vice Admiral Dickson.*

MY LORD,

*His Majesty's Ship Latona, at Sea, April 6.*

I beg leave to acquaint you his Majesty's ship Latona, under my command, captured on the 5th inst. about 13 leagues to the Eastward of Flamborough

Head, La Virginie French lugger privateer, of 14 guns and 53 men, belonging to Dunkirk, commanded by Aubin Sevry; had been five days from Calais, and had not taken any thing. I have the honour to be, &c.

F. SOTHERON.

ADMIRALTY OFFICE, APRIL 19.

*Copy of a Letter from Capt. Middleton, Commander of his Majesty's Ship Flora, to Evan Nepean, Esq. dated off Cape Finisterre, the 28th ult.*

SIR,

Enclosed I send for their Lordships' information a copy of my Letter to Capt. Cockburn, of La Minerve, relative to the capture of one of the enemy's privateers. I have the honour to be, Sir, &c.

R. G. MIDDLETON.

SIR,

*His Majesty's Ship Flora, off Cape Finisterre, March 20.*

I have the pleasure to inform you, that after a chase of eight hours, I this day, at a quarter past twelve at noon, captured a Spanish ship privateer, of sixteen guns (six of which she hove overboard during the chase) and ninety men; proves to be the Corunesa, of and from Corunna fifteen days, commanded by Robert Tortau; has captured during his cruise the brigs named at the bottom hereof. I am, Sir, &c.

*George Cockburn, Esq. Captain of his Majesty's Ship Minerve.*

R. G. MIDDLETON.

William Brig, of Jersey, loaded with salt.

A Swedish brig loaded with talk, fish, and butter.

ADMIRALTY OFFICE, APRIL 22.

*Extract of a Letter from Vice-Admiral Sir Thomas Pasley, Bart. Commander in Chief of his Majesty's Ships and Vessels at Plymouth, to Evan Nepean, Esq. dated the 20th instant.*

Enclosed is a letter from the Commander of the Spitfire, stating his having captured the French privateer brig therein mentioned.

SIR,

*Spitfire, Plymouth Sound, April 20.*

I have the honour to acquaint you, that at four A. M. on the 17th inst. the Bolt-Head bearing N. distant nine leagues, chase was given to a brig to the Eastward, in which at seven, a Guernsey brig privateer joined, and at nine (for an hour) his Majesty's ship Diamond, the former being left hull down astern, at eleven gave over the pursuit, and both were out of sight at noon, when the Telegraph from under Alderney crossed on her, and having exchanged a broadside with her, dropped astern and joined us; but the Spitfire having distanced her also, at two P. M. Cape Levy bearing S. S. W. distant four leagues, brought to the chase, which proved to be L'Heureuse Societé of Pleinpoint, carrying 14 guns and 64 men, a new vessel, out three days, but had not made any capture. I am, Sir, &c. &c.

*Sir Thomas Pasley, Bart. Vice-Admiral of the Red, &c.* M. SEYMOUR.

ADMIRALTY OFFICE, APRIL 26.

*Copy of a Letter from Mr. James Le Bair, Commander of the Mayflower Private Ship of War, to Evan Nepean, Esq. dated at Guernsey, the 17th instant.*

SIR,

I have the honour to acquaint you, for their Lordships' information, that on the 8th instant, Cape Penas, at ten A. M. bearing S. W. distance about five leagues, saw a schooner on her lee beam standing to the northward; at noon perceived said schooner to tack and standing for us; shortly after which she tacked again and stood off, we continuing to chase her; at five P. M. came within a league of her, and shewed her our colours, which she answered by hoisting the National flag; at eight it fell calm, in consequence of which we got our sweeps, and stood for her till midnight: on the 9th, at two A. M. lost sight of her; at five discovered her about four miles ahead, the weather continued to be calm; at nine a breeze sprung up, when we set sail after her; at three P. M. came within gun-shot of her she always attempting to get off; at half past three she took in sail and hove to; at four came abreast of her within musket-shot, when we attacked and continued to engage her for the space of



five hours, without altering our position; when she struck, and proved to be *Le Troisième Ferrailleur* privateer, belonging to Bourdeaux, commanded by François Lugeol, mounting two twelve-pound carronades and twelve long four pounders, six of which are brass, and manned with 68 men, three of whom were killed and five wounded during the action. Our loss consisted in one man killed and four wounded.

This schooner is about 190 tons measurement, quite new and coppered, had been forty days from Bourdeaux, during which time she had captured the American schooner *Active*, Jonathan Holbrook, Master, bound from Liverpool to Boston, and a brig from Teignmouth to Newfoundland, which she burnt. Besides this I captured several vessels during my cruise, a list of which I have the honour to subjoin, and remain, Sir, &c. JAMES LE BAIR.

The *St. Incarnacao* Portuguese brig, bound from St. Ubes to Cork, recaptured.

The *St. Francisco de Asis* Spanish ship letter of marque, in ballast, mounting six six-pounders, and 24 men.

The Republican schooner *Neptune*, mounting four four-pounders, and 27 men, bound from Guadaloupe to the first French port, having General Des Fourneaux and his suite on board.

The French latine-rigged privateer called the *Tarn*, mounting two long nine and four four-pounders (all brass), and 55 men.

#### ADMIRALTY OFFICE, APRIL 29.

*Copy of a Letter from Vice-Admiral Dickson, Commander in Chief of his Majesty's Ships and Vessels in Yarmouth Roads, to Ewan Nepean, Esq. dated the 27th April.*

SIR,

Be pleased to acquaint my Lords Commissioners of the Admiralty, that his Majesty's Hired Armed Lugger *Lark*, commanded by Lieutenant Wilson, arrived yesterday in these Roads, and brought with him the Impregnable French cutter privateer of 14 guns, which he boarded and took after an hour's action: while the cutter was on shore, she was supported by the fire of about 100 of the enemy's troops from behind sand banks.

I enclose, for their Lordships' information, Lieut. Wilson's letter to me on the subject. The activity and zeal of this Officer has destroyed one of the greatest pests that infested this coast; the Impregnable had been particularly successful during her former cruises.

ARCHIBALD DICKSON.

*His Majesty's Hired Armed Lugger Lark, Yarmouth Roads, April 26.*

SIR,

I have the honour to acquaint you, that I anchored in these Roads this day with his Majesty's Armed Lugger *Lark* under my command, with a French cutter privateer, her prize.

In pursuance to your order, I sailed on the 19th inst. and took my station off the Vlie Passage on the 21st, at half past six A. M. At the entrance of that passage I discovered a French cutter privateer in shore of me, which I chased and came up with, and who, after exchanging a few shot, ran on shore. I am sorry to add I was not able to get men enough to him, as totally to destroy him: a neutral vessel that came out of the Vlie Passage on the 23d inst. informed me she mounted ten guns, and had 36 men on board; and that he had, after getting off, proceeded to the Texel Road by the inner navigation.

On the 25th, at two P. M. I chased and came up with a French cutter privateer, who, after engaging me a little while, ran on shore on the Vlie Island, where he defended himself pretty well for an hour, when I perceived his men were escaping to the shore under the cover and protection of troops, to the amount of about an hundred. I immediately hoisted out my small boat, and directed my larger one to follow, and under the fire of the musketry from the troops on shore, boarded her, but not until the crew had escaped. In our endeavours to get the cutter off, we were considerably annoyed by the fire from the troops; but having detached the large boat further in shore, I succeeded in dislodging them from the sand-bank, behind which they had taken shelter, and I was fortunate enough to get the privateer off. She is called the *Impregnable*, mounts 14 guns, 12 of which are three pounders, and two are



nine-pounders. She had on board during the engagement about 60 men, as appears by her log; and it also appears she had been particularly successful during her former cruises. The Lark had suffered in her hull and rigging, but fortunately had no men killed or wounded. The enemy, we have reason to suppose, from the state of the vessel, suffered considerably; and several men were killed on the beach. I cannot speak too highly of Mr. Thomas Gettins, the Master, as also the good conduct and bravery of the crew of the Lark.

I have the honour to be, &c. &c.

J. H. WILSON.

ADMIRALTY-OFFICE, MAY 3.

*Copy of a Letter from Admiral Sir Hyde Parker, Commander in Chief of His Majesty's Ships, and Vessels at Jamaica, to Evan Nepean, Esq. dated in Port Royal Harbour, the 20th February.*

SIR,

I have the honour to transmit you herewith an account of armed vessels and merchant ships, captured and destroyed since my last return, by his Majesty's squadron under my command, which I desire you will be pleased to communicate to my Lords Commissioners of the Admiralty. I am, Sir &c.

H. PARKER.

(To this Letter is added the List of these vessels, consisting of twenty-three armed vessels, including the Hermione frigate, and one hundred and thirty-five merchant and other vessels.)

ADMIRALTY-OFFICE, MAY 3.

*Copy of a Letter from Vice-Admiral Lord Keith, K. B. Commander in Chief of His Majesty's Ships in the Mediterranean, to Evan Nepean, Esq. dated Leghorn, 24th March.*

SIR,

I enclose, for the information of their Lordships, a Copy of a Letter from Capt. Halsted, of his Majesty's ship the Phoenix, acquainting me with the capture of a French privateer, and have the honour to be, &c.

KEITH.

MY LORD,

*His Majesty's Ship Phoenix, off Cape Spartel, Feb. 12.*

I beg leave to acquaint your Lordship, that his Majesty's ship under my command, (in company with the Incendiary,) captured on the 11th inst. off Cape Spartel, a French privateer brig named L'Eole, of ten guns, and eighty-nine men; she had been eight days from Guclon, in Spain, and had not taken any thing. I have the honour to be, &c.

L. W. HALSTED.

*Right Hon. Lord Keith, K. B. &c.*

ADMIRALTY-OFFICE, MAY 3.

*Extract of a Letter from John Thomas Duckworth, Esq. Rear Admiral of the White, to Evan Nepean, Esq. dated on board his Majesty's Ship Leviathan, at Gibraltar, the 11th ultimo.*

On the 5th inst. in the afternoon, I discovered twelve sail from the mast-head, but at the close of the day could ascertain no more than that three or four were men of war; I therefore attempted to anticipate their manœuvres, that I might fall in with them the next morning, and at three o'clock we crossed on one, which the Emerald boarded; from her I learnt that she had sailed on the 3d inst. with thirteen sail under convoy of three frigates. At day-break we could only see a brig, which was so nigh, and the weather inclined to be calm, that I sent the boats of the Leviathan and Emerald under my second Lieutenant, Gregory, to capture her, and after a smart skirmish of forty minutes, they succeeded; she mounted fourteen guns, with forty six men, and bound to Lima; by this time we saw three sail. East, West, and South, in consequence the Swiftsure being much to leeward, I made her signal to chase to South, the Emerald East, and stood Westward in the Leviathan, with a very light air, when, at noon, the Emerald made the signal for six sail in the North East; this induced me to stand directly to the Eastward, and at the close of the day

we saw nine sail from the mast-head, it was then nearly calm, and continued so till eleven o'clock P. M. when a fresh breeze sprung up from the South West, and I steered North in hopes of crossing them; at midnight we observed three sail, and as we approached them fast, at two o'clock I plainly saw two of them were frigates, standing to the N. N. W. and close together, I therefore kept on a parallel with them, and proportioned my sail to theirs, that I might commence the attack just before day-break; because I feared the vessels under their convoy, (which I judged must be near) would, on our commencing a fire, separate, and we might lose them all; at this time the Emerald being near, I hailed and acquainted Capt. Waller with my intentions. At dawn of day I bore down upon the two frigates, which evidently had taken us for part of their convoy, and upon hailing one of them, she directly endeavoured to make all possible sail, as did the other close upon her bow, on which I directed a volley of musquetry to be fired, concluding they would strike; but this not having the desired effect, I gave a yaw, and discharged all the guns before the gangway at her yards and masts, but it was not successful in bringing any of them down; at this time Capt. Waller very judiciously shot up to the leeward one, and in a few minutes we so disabled their sails and rigging, that on my being in a position to have fired a broadside into them both, they struck their colours; during this the Spaniards kept up a straggling fire, and I should not do justice to their Captains, were I to omit saying that from the moment they discovered us to be enemies, they used the greatest exertions to get off, and displayed a gallantry in commencing an action with such a superior force, as might be truly termed temerity, for I evidently could have destroyed them. You will find by their return of killed and wounded, they sacrificed many lives. It was near half past five when they struck, and I directly made the Emerald's signal to chase the third sail, which appeared to be the other frigate; but soon after discovering seven more, and it being doubtful whether the Emerald (whose copper is very bad) would come up with the frigate, I made her signal to attack the convoy, which Capt. Waller in a very officer-like manner executed, and before night had possession of four of the largest. As soon as I had secured the frigates, and put them in a state to make sail, which took near two hours, I gave chase to the other frigate, but after four hours the wind dying away, and not appearing to gain on her so as to expect success, I hauled towards the Emerald, and in the afternoon took a brig; it then becoming quite calm, and continuing so till after dark, I saw no more of the enemy; and the next day joining the Emerald, I made for this port with the prizes, and arrived safe with them all the 10th in the morning, when I found the Incendiary had arrived the previous day with two of the stragglers that she had fortunately picked up in looking for me. In this transaction I trust their Lordships will believe, that nothing in my power was left undone to secure the whole of a convoy so important to the Spaniards. The two captured frigates which were bound to Lima with quicksilver, are completely stored for such a voyage, and recently coppered. On board of the Carmen the Archbishop of Buenos Ayres was a passenger. I herewith send you a list of the prizes, with their force and destination.

*Return of two Spanish Frigates captured by the Leviathan and Emerald on the 7th April, 1800.*

Carmen, Don Fraquin Porcel, Commander, (commanding the Expedition) of 36 guns, 340 men, and 950 tons, from Cadiz bound to Lima, laden with 1,500 quintals of quick silver, sundries of cards, and four twenty four pound guns; stored for foreign service, and victualled for four months; newly coppered; weight of metal twelve-pounders; passengers on board, El Senor Yllustrissimo Don Pedro Ynsencio Bejarano, Archbishop of Buenos Ayres.

Florentia, Don Manuel Norates, Commander, of 36 guns, 314 men, and 950 tons, from Cadiz, bound to Lima, laden with 1,500 quintals, of quick-silver, sundries of cards, with five twenty-four pound guns; newly coppered and copper-fastened; passenger, Don Josef Balcafino, Official Real.

*Return of Killed and Wounded on board the two Spanish Frigates.*

Carmen, 1 Officer and 10 men, killed; 16 men wounded.

Florentia, 1 Officer and 11 men, killed; 1st and 2d Captain, with 10 men, wounded.

J. T. DUCKWORTH.

[Here follows a list, containing the particulars of the 11 merchantmen taken; one of which mounted 14 guns and six swivels, and carried 46 men; another had four guns, and 35 men; a third had eight guns, and 70 men; another, 14 guns, and 70 men; and one had 32 guns, and 182 men—all of which safely arrived at Gibraltar.]

## ADMIRALTY-OFFICE, MAY 10.

*Copy of a Letter from Vice-Admiral Lord Keith, Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated in Leghorn Roads, the 1st of April.*

SIR,

I have the honour to inclose to you, for the information of their Lordships, a list of merchant vessels captured by the ships of the squadron under my command. I have the honour to be, &c.

KEITH.

[Then follows the list of vessels, consisting of a Spanish brig of 14 guns and 44 men, and twenty-two other Spanish, French, and Genoese vessels captured, besides one destroyed; together with five English, and six vessels of our Allies, recaptured.]

## ADMIRALTY-OFFICE, MAY 9.

*Copy of another Letter from the Right Hon. Lord Keith, K. B. Vice-Admiral of the Red, and Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated on board the Audacious, Leghorn Roads, the 3d of April.*

SIR,

I enclose a copy of a Letter from Captain Cockburne, of his Majesty's ship *La Minerve*, reporting the capture of the *Furet* French privateer, and the recapture of an English vessel her prize.

I have the honour to be, &c.

KEITH.

MY LORD,

*La Minerve, at Sea, the 2d of March.*

I have the honour to inform your Lordship, that his Majesty's ship under my command captured this morning *Le Furet* French brig privateer, of 14 guns and 80 men, belonging to Nantes, out seventeen days, has only taken the *Alert*, of North Yarmouth, which we have retaken.

I have the honour to be, &c.

GEORGE COCKBURN.

*The Right Hon. Lord Keith, K. B.*

## ADMIRALTY-OFFICE, MAY 9.

*Copy of another Letter from Vice-Admiral Lord Keith, Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated in Leghorn Roads, 3d of April.*

SIR,

I request that you will lay before their Lordships the enclosed letters from Captain Austen, of his Majesty's sloop the *Petterell*, to Captain Oliver, of his Majesty's ship *Mermaid*, and from Captain Oliver to me, reporting the capture of one French vessel of war, and the driving on shore of two others.

I have the honour to be, &c.

KEITH.

MY LORD,

*Mermaid, Mahon, 25th March.*

I have the honour to enclose your Lordship a letter from Captain Austen, of the *Petterell*, who, in company with his Majesty's ship under my command, on



the evening of the 21st instant, captured *La Ligurienne*, French brig of war, of 14 six-pounders, and two thirty-six pounder howitzers, and drove away the *Cerf* ship corvette of the same force, as well as the *Joliet* xebecque, of six six-pounders, and thirty men, in the north-east part of the Bay of Marseilles, and not more than six miles from that town, after a well contested action of more than an hour and an half, within point blank shot of two batteries, and at one time the *Petterrell's* stern touched the rocks, where she stopped for a few minutes. It is impossible for me to express in terms strong enough, the gallant conduct of Captain Austen, his Officers and ship's company, on this occasion, in a contest against so superior a force; for, having desired Captain Austen the evening before to keep close in shore by way of deception, (and by which means the two vessels laden with corn, mentioned in Captain Austen's letter, were taken in the morning,) the *Mermaid* was so far to leeward as to be able to afford but little assistance, until the brig was completely beaten.

I think *La Ligurienne* will be found well adapted for his Majesty's service.

I have the honour to be, &c.

Right Hon. Lord Keith, K. B. &c.

R. D. OLIVER.

SIR,

*Petterrell, at Sea, March 22.*

I have to inform you, that the vessels with which you saw me engaged yesterday afternoon, near Cape Couronne, were a ship, brig, and xebecque, belonging to the French Republic; two of which, the ship and xebecque, I drove on shore, and after a running action of about one hour and an half, during which we were not more than a cable's length from the shore, and frequently not half that distance, the third struck her colours. On taking possession found her to be *La Ligurienne*, French brig of war, mounting 14 six-pounders, two thirty-six pounder howitzers, all brass, commanded by Citizen Francis Auguste Pelabon, Lieutenant de Vaisseau, and had on board at the commencement of the action 104 men. Though from the spirited conduct and alacrity of Lieutenant Packer, Mr. Thompson, the Master, and Mr. Hill, the Purser, (who very handsomely volunteered his services on the main-deck,) joined to the gallantry and determined courage of the rest of the officers, seamen, and marines, of his Majesty's sloop under my command, I was happily enabled to bring the contest to a favourable issue; yet I could not but feel the want, and regret the absence of my First Lieutenant Mr. Glover, the Gunner, and thirty-men, who were at the time away in prizes. I have a lively pleasure in adding, that this service has been performed without a man hurt on our part, and with no other damage to the ship than four of our carronades dismounted, and a few shots through the sails.

*La Ligurienne* is a very fine vessel of the kind, well equipped with stores of all sorts, in excellent repair, and not two years old; is built on a peculiar plan, being fastened throughout with screw bolts, so as to be taken to pieces and set up again with ease, and is said to have been intended to follow Bonaparte to Egypt. I learn from the prisoners, that the ship is called *Le Cerf*, mounting 14 six pounders, and the xebecque *Le Joliet*, mounting six six pounders; that they had sailed in company with a convoy (two of which, as per margin \*, I captured in the forenoon) that morning from Certe for Marseilles. I inclose a list of the killed and wounded, as far as I have been able to ascertain it. And am, &c.

F. W. AUSTEN.

R. D. Oliver, Esq. Captain of his Majesty's Ship *Mermaid*.

*Return of Killed and Wounded in an Action between his Britannic Majesty's Sloop Petterrell, Francis William Austen, Esq. Commander, and the French National Brig La Ligurienne, commanded by Citizen Francis Auguste Pelabon, Lieutenant de Vaisseau.*

*Petterrell*—None killed or wounded.

*La Ligurienne*—The Captain and one seaman killed; one garde marine and one seaman wounded.

\* French bark 'name unknown', laden with wheat, about 250 tons; abandoned by the crew.

A French bombarde 'name unknown', laden with wheat, about 150 tons; left by the crew.



## NIGHT ACTION,

*In Algoa Bay, to the Eastward of the Cape of Good Hope, 20th September, 1799.*

We have been favoured with some particulars of an attack made by *La Preneuse* French frigate, of 46 guns, on his Majesty's sloop of war, *Rattlesnake*, of 16 guns, and *Camel* store-ship, of 24 guns, lying at anchor in Algoa Bay, with stores, &c. for the use of the army, under command of General Dundas, who had marched a body of troops into the interior of the country, to suppress a revolt among the Caffrees.

The action reflects the more merit on these ships, as both Captains, and about fifteen men from each, were on duty ashore; and were prevented by bad weather from returning on board until some hours after the conclusion; the command in consequence devolved on Lieutenant William Fothergill, First of the *Rattlesnake*, to whom, and his brave ship's company, the greatest praise is due, for their truly gallant conduct, and arduous perseverance, 'in contending for six hours and an half, with an enemy so far superior in force, more than half that time sustaining the contest *alone*, being deprived of the assistance of the *Camel*, by an unlucky shot she received, that obliged her men to go to the pumps.

This action took place in sight of the British camp, on the evening of the 20th of September last.

An Extract of a Letter from the Cape gives the following account of the affair:

"The enemy was seen about four o'clock in the afternoon under Danish colours, steering N. W. She continued on this tack until near sun set, when she altered her course, and stood in for the Bay. About seven o'clock the *Success* schooner ran under the stern of the *Rattlesnake*, saying, she had sailed round the strange ship, and had hailed her, but received no answer, and informed them, she was a large French frigate; that they counted fifteen ports aside on her main deck. His Majesty's sloop on this made signal to the *Camel* for an enemy, cleared ship for action and got springs fixed on her cables. A little before nine o'clock, it being nearly dusk, the enemy coming down under easy sail, brought up at about three cable's length on the *Rattlesnake's* bow, and wore away to a cable and an half.

"At this time a shot was fired from the *Rattlesnake* under the frigate's stern of which she did not take any notice; but from her manœuvres, &c. it was suspected she intended boarding. To frustrate their design, a broadside was immediately given from the *Rattlesnake*, and was as soon returned by the frigate, hoisting a French jack at her mizen peak; the action thus commenced with a very brisk fire, which was shortly after supported by the *Camel*; the cannonade continuing very warm on all sides until midnight, when the *Camel's* fire slackened considerably, and was soon after silenced:—the enemy perceiving this, changed her position to bring her broadside on the *Rattlesnake*, and renewed the contest until half past three in the morning; she then slipped her cable, and removed to another part of the Bay, apparently in a disabled state, to refit. She was seen at eleven o'clock A. M. under her courses and close reefed main topsail, from which it was supposed she was damaged in her masts.

"We are happy to state the loss to his Majesty's ships, considering the unusual length of the action, was much less than could have been expected—the *Rattlesnake* having the carpenter and two seamen killed, and several wounded; all her masts and bowsprit wounded, besides receiving eight shot between wind and water. The *Camel* six men wounded.

"The enemy's anchor and cable was got up by the *Rattlesnake* some days after.

"*La Preneuse* is well known in the Eastern seas, and is now the largest ship of war the French have left on that station, being a similar frigate to *La Forte*, captured by the much-lamented Captain Cooke, late of his Majesty's ship *La Sybille*. She belongs to the Mauritius squadron, and has done more damage to our trade than any ship the enemy had in that quarter. She captured the *Raymond* and *Woodcote* Indiamen in Tellicherry Roads, in April 1798, besides many other vessels of considerable value.

"I a Preneuse had on board when she captured the above ships, forty-six guns, viz. thirty twenty-four pounders, eight nines, and eight thirty-eight pound carronades, with about 400 men.

"The Rattlesnake, who had to contend with this great force, mounts only sixteen six-pounders, and two small carronades, and had at the time only 91 men on board."

### NEW INVENTIONS.

At Chichester, on the 10th, was launched the new vessel constructed by the ingenious Captain GOWER, which is to carry five masts, and to exceed in celerity every vessel hitherto constructed. About eleven o'clock, A. M. a great concourse of spectators had collected at Itchenor, a small village on the Chichester River, where the vessel was built, and by twelve the opposite shores of Bosham-Hard and Chedham-Hard were completely lined. At a quarter past twelve, the signal being given, she descended gradually into the water in a majestic manner, amidst the shouts and well wishes of thousands. Among the company present were his Grace the Duke of Richmond, and a large party of his friends; General Lenox and Lady; several Captains and Officers of the Royal Navy from Portsmouth, &c. &c. The bottle was thrown by Captain Allen Chatfield, with an ardour that bespoke his hearty good wishes for her success; and the exclamations of "Success to the TRANSIT" resounded from all quarters. It is the intention of Captain Gower, the inventor, to have a trial of skill with one of our best sailing frigates, and immediately afterwards to proceed up the Thames.

A trial has been made at Woolwich, under the directions of the Board of Ordnance, in the presence of several Lords of the Admiralty, and a Committee of Field Officers, of two twenty-four pounder guns, mounted upon a patent gun-carriage, lately constructed by Mr. John Gover, of Rotherhithe, upon an entire new principle for the sea service, one of which was fired nineteen rounds at the target in the short space of nineteen minutes, with admirable effect, and was capable of performing with much more quickness. The other was fired from the battery at the water side, for the purpose of ascertaining the range of the shot, which, to the astonishment of every Officer present, made a range of two thousand yards, though the charge of powder was but four pounds, and the elevation but one degree. The Officers universally expressed their entire satisfaction of this experiment of an invention which appears to be the most perfect of the kind ever discovered.

The following invention we conceive might be rendered highly useful on shipboard:

A patent was granted in November last to Mr. James Fussell, of Mills, in Somersetshire, iron manufacturer, and to Mr. James Douglass, of Church-street Surry, engineer; for an apparatus composed of chains, wheels, rollers, and conductors, for the purpose of lessening friction in raising heavy bodies. The principal invention here claimed is, in the invention of a new and rather complex chain, which will unite the qualities of convenience and durability. This chain is composed in each link of a square nut with projections at each extremity, upon which two plain chain links hook on, and which are confined by keys over the whole, which screw to the nut and keep all tight. The nut and small links may be made of cast iron; the keys are wrought.

The chain, when in motion, revolves round a wheel, at the extremity of which is an iron plinth, which is furnished with alternate depressions, each of which corresponds with a projection in the nut of each link of the chain, whereby the chain and the wheel run upon each other, in the same manner as two wheels work in the other, and with the same effect. By this method much of the friction, often necessary to work wheels by a common rope-chain when stretched tight, is saved, and less adjustment required; and therefore such a contrivance as the present may be adopted, where a great power is to be used, as in cranes, chain pumps, turning-lathes, and the like.

## MONTHLY REGISTER

OF

Naval Events.

SOME gentlemen concerned in the Cod Fishery, at Harwich, have lately engaged in the Turbot Fishery, in which there are great hopes of its answering their most sanguine expectations, two smacks having arrived with great voyages: as the establishment of this fishery is of a national concern, we trust the Legislature will give it every necessary encouragement, by prohibiting the importation of turbot in foreign vessels. It is well known that the Dutch formerly returned from Billingsgate not less than 15,000l. a year.

MARINE SOCIETY.

The great national benefits which have resulted from this Society have gained to it the support of the first characters in the kingdom, as well as the admiration and gratitude of all ranks. The following plan is submitted to the Governors:—To apply to Government to assist them in building vessels, to be employed in the coast and home fisheries, to be navigated by the Marine Society boys, with proper persons on board skilled in the fisheries. These vessels to be attached to particular parts of the coast, where fish is not in general carried. Vessels might supply Essex and Kent through Tilbury and Gravesend. The fish to be sold to every description of persons by the Marine Society's agents, to prevent the fish-mongers monopolizing it.

The capture of the *Guillaume Tell* was the only remaining ship that escaped being taken by Lord Nelson at the memorable battle of the Nile.

LAUNCHING OF THE SPENCER.

On the 10th of May, one of the finest ships of two decks in the Royal Navy, was launched from Mr. Adam's Dock, at Buckler's Hard. But as Earl Spencer did not come, as was expected, to name her, she was christened the *SPENCER*, by Sir Charles Saxton, a Commissioner of the Navy, and resident at Portsmouth. She went off extremely well, and, although the weather was unfavourable, a great company was assembled on the occasion. Among those persons of distinction who dined with Sir Charles Saxton on board the Commissioner's yacht, were Sir John Borlase Warren and his Lady, General and Mrs. Whitelocke, Mrs. Admiral Milbanke, &c.

The company returned by water in the afternoon. Had the weather been fine, this Naval Spectacle would have been very beautiful and interesting.

LIMA CONVOY.

Admiral Duckworth has been extremely fortunate in falling in with this convoy, and the Captains of his little squadron no less so. The Admiral and his Captain (Carpenter) were Lieutenants to the noble Earl St. Vincent, and steadily attached themselves to his fortune. When this Nobleman was Sir John Jarvis, and unemployed, so were these meritorious Officers. They accompanied their gallant commander to the West Indies, on the successful expedition against the French Islands, when Sir Charles Grey displayed so much skill and intrepidity. It is with much pleasure we inform the friends of these deserving Officers, that, from the best information, we are assured Admiral Duckworth's share of the prize-money will amount to 75,000l. and that of the Captains to 25,000l. each. (See page 407.)

Advice from *Leghorn*, April 4, states, that Lord Keith had then hoisted his flag on board the *Audacious*, of 74 guns, and 900 men, commanded by Captain

Adm. Thron. Col. III.



GOULD. After taking twenty-four field-pieces on board, his Lordship sailed for the coast of *Genoa* with some English frigates and transports conveying troops, ammunition, and provisions.

On the 11th ult. at eleven o'clock, the following official intelligence was received at Leghorn from Lord KEITH, dated *Vado*, April 8:—

"On the 5th of April, I arrived at Sestri and Quinto. The positions of Recco and Poggi had previously been taken by the Imperialists. I made a feint attack on Quinto, with the Audacious. On the 6th, the French were defeated near Nervi. On the 7th, I heard a violent cannonade, proceeding from Savona, whither I sailed with a division of the fleet under my command, and found General Melas already in possession of the city of Savona, but not of the citadel. His loss has been inconsiderable. Massena is near Genoa, with 16,000 men, and his situation is desperate. A division of my fleet cruises of Genoa. General Ott is in possession of Torriglia (five miles from Genoa), but Generals Gottesheim and Asper have been repulsed, and the latter is said to have been made prisoner."

An instance of gallantry occurred last week, which even at this period of resplendent achievement, deserves to be recorded.—The Union cutter having chased some small craft to the coast of France, observed two brigs close in with a battery, which on her approaching commenced a heavy fire. Lieutenant Rowed, who commanded the Union, perceived from the nature of his guns, that he should be worsted at a carronade, and not liking to be beat from his object, unless convinced of its impracticability, manned his two boats, and, assisted by Lieutenant-Colonel ——— and the Honourable Major C. who were on a cruise with him, rowed in such direction, that, covered from the battery by the brigs, he boarded and cut them both out. We however regret to add, that on examination of their papers, they proved to be neutrals.

The Admiralty and Navy Boards are making a survey of the several dock-yards: they have visited Deptford and Woolwich, and superannuated a great many aged and infirm persons employed therein;—they are daily looked for at Chatham. It is eight years since the last inspection.

The Admiralty have empowered Earl St. Vincent, as Commander in Chief of the grand Channel fleet, to order Courts Martial, and to put their sentence in execution without delay, or report to the Admiralty, or any higher authority. This privilege belongs of course to the Commanders in Chief upon every other station, but has not usually (if ever) been included in the commission for the Channel fleet, on account of the quick intercourse between that station and the Admiralty.

Admiral Dickson, in consequence of hearing that the Dutch fleet, of five sail of the line, were at sea, sailed from Yarmouth on the 6th of May.

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## PLYMOUTH REPORT,

FROM APRIL 22 TO MAY 13.

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*April 23.* WIND S. W. Flying Clouds. Arrived the Swift cutter, from Guernsey.

24. Wind S. E. Fair and Mild. Arrived the Russel, 74 guns, Captain Sawyer, from off Brest, to land her sick men at the Royal Hospital. Also the Alcmene, 32 guns, Captain Digby, to wait for orders. Passed to the westward, Admiral Sir A. Gardner, with thirty six sail of the line, and all the troop ships, for Lisbon. Lord Bridport remains with six sail of the line.

25. Wind N. N. W. Cloudy. A letter from an Officer of the Dryad frigate, 36 guns, dated Milford Haven, the 20th instant, states, that she and the Revolutionaire, 44 guns, had arrived there in great distress, after a most fatiguing and perilous cruise. The Dryad sailed from Cork to gain her cruising ground the 2d instant, but was baffled by continual hurricanes, which carried away her fore yard, and damaged the rigging much. She was on the point of returning when she fell in with La Revolutionaire in the greatest distress, having lost her



rudder, and received other damage. The Dryad stuck by her, and gave her every assistance till the 13th, when both were close in with Cork, and would have anchored in an hour. Misfortune still attended them, as it blew an hard gale off shore, and obliged them to bear away for Plymouth. The 14th the wind headed them, and they could not weather Scilly or fetch Cork. They then were obliged to drift, under storm stay sails, up St. George's Channel. On the morning of the 16th they found themselves close in with the rocks off Waterford. The Revolutionaire having lost her rudder, could neither wear or stay; she made signals of distress, when the Dryad got out, and passed on board her, a stream cable, and tried to tow her off the land; when the cable unfortunately parted, and nearly killed eleven seamen. The Dryad then bore away, and supposed the Revolutionaire was wrecked; but contrary to their expectation on board the Dryad, through the interposition of Divine Providence, and the uncommon exertions of the Officers and crew, the wind shifting, the Revolutionaire hauled off shore, and both ships arrived in safety at Milford Haven the 19th instant, after experiencing one of the most tempestuous cruises the oldest seaman on board both ships ever saw.

26. Wind S. E. Fair.

27. Wind S. E. Fair. This morning the signal was made at Maker Tower for a fleet with an Admiral. At noon, Admiral Earl St. Vincent, with seven sail of the line, passed the port to the westward. Arrived the *Alemene* frigate from a cruise; *Viper* cutter from a cruise; and *L'Aventurier*, 18 guns, with a convoy, from the westward. Arrived *La Nereide*, with empty victuallers, from Torbay.

28. Wind S. W. Rain. Arrived the *Seagull*, 18 guns, from a cruise. Sailed the *Dolly* cutter, with dispatches from the fleet, which she left all well on Saturday off Brest. Also the *Unicorn*, 32 guns, on a cruise.

29. Wind S. W. Fair. Went down into Cawsand Bay, the *Edgar*, 74 guns, Captain Buller. Orders came down this day for *La Nereide* to victual for foreign service.

30. Wind S. W. Fair. Arrived from the Straits, the *Louisa*, 14 guns, Lieutenant Banks, with dispatches for the Admiralty, from Rear-Admiral Duckworth, stating his having fallen in with, in the Straits, from Carthage to Lima, the annual fleet with one hundred and fifty tons of quicksilver. Arrived the *Nordyfit*, Torvager, from Charante, bound to Altona, with brandies, detained and sent in by the *Diamond*, 36 guns, Captain Griffiths. Also the *Telegraph*, 18 guns, Lieutenant Corsellis, from a cruise.

May 1. Wind S. W. Fair. Arrived the *St. Fiorenzo*, 44 guns, from convoying the Lisbon fleet. Also a French brig with sundries, prize to the *Diamond* frigate, and the *Havick*, 18 guns, from a cruise.

2. Wind S. E. Showery.

3. Wind S. W. Hard Rain. Arrived *L'Emilie* schooner letter of marque, with wine and oil, prize to the *Fisgard*, 48 guns, Captain T. B. Martin, and the *Cambrian*, 44, Hon. Captain Legge. Arrived from Oporto, with wines, the *Liberty*, sly: she left the fleet all well off this port this morning under convoy of the *Argo*, 44 guns, Captain Bowen. Went into Cawsand Bay, the *Atlas*, 98 guns, Captain Jones, having repaired the damages she received in striking on the East reef of the shoals of St. Nicholas Island.

4. Wind N. W. Flying Clouds. Arrived *La Vaingeur* letter of marque, of 14 guns, and 75 men, prize to the *Anson*, 44 guns, Captain Durham. When she left the *Anson*, she was firing at a French frigate, of 36 guns, and full of men. The *Anson* has on board 1200 letters from the outward bound East India fleet, which she saw as far as lat. 30, all well. This morning the *Busy* cutter, A. Frazer, off Penlee Point, picked up a raft of one hundred and thirty ankers of brandy; and Mr. Bowden, of Cawsand, at the same time picked up a raft of one hundred and twenty ankers of brandy; both sunk to prevent falling into the hands of our cruisers. Both rafts were towed safe to the Custom House Quay.

5. Wind N. E. Blows Hard. Passed up several of the Jamaica fleet. Arrived from Cork three vessels with butter and provisions, a seasonable

supply at this moment. Went down Channel the outward-bound West India fleet, all well. Arrived from Portsmouth, the Prince, 98 guns, Rear-Admiral Cotton. Passed up a convoy from Cork, for the Downs.

6. Wind E. N. E. Blows a Gale. Passed by for Gibraltar the Straits convoy. Arrived from the Downs *La Loire*, 48 guns. Also the *Havick*, 18 guns, from a cruise. By the latest accounts from Morlaix it appears, that the French Admiralty have recalled all their small privateers, it is supposed for the purpose of manning their fleet at Brest. Arrived a convoy from the eastward. This morning the *Thomas*, *Vernon*, with culm, from Swansea, lying in St. Germain's Lake, was discovered burnt to the water's edge. Seven of the crew were saved by a barge accidentally lying alongside to wait a change of wind. Mr. Rooke the owner, and Mr. Vernon the master, were burnt to ashes in the cabin. Arrived *La Revolutionnaire*, 44 guns, from Milford Haven, to repair, and the *Fanny* lugger, Lieutenant Frizzel, from the Downs.

7. Wind E. N. E. Fair. Sailed for Cork, the *Phœbe*, 36, Captain Barlow; *Kangaroo*, 18; and *Thomas*, Tworrig, for the same port. Sailed the *Nereide*, 36 guns, Captain Watkins, for Cork, to take the West India convoy for Martinico.

8. Wind E. N. E. Fair. Arrived from Earl St. Vincent's fleet with dispatches, the *Fowey* cutter, Lieutenant Derby. She left the fleet all well on Tuesday last. On Friday last about nine sail of the French fleet attempted to work out from the Roads of Benteaume; but the van division under Rear-Admiral Berkeley standing in towards them, they returned and anchored under the batteries. A large convoy remains blocked up by our cruisers in the Roads of Conquet, laden with stores for the combined fleets. The *Fowey* and *Dolly* cutters attempted to set fire to the remains of the *Repulse*, but were obliged to quit her a second time, for fear of the batteries.

9. Wind E. Arrived the *Anson*, 44 guns, Captain Durham, from convoying out the East India fleet.

10. Wind S. W. Fair. The *Anson*, 44 guns, which arrived yesterday, sailed for Portsmouth with her prisoners. On the 30th ult. in the morning, she fell in with four armed vessels, which by the subsequent capture of *L'Hardi*, proved to be *La Brave*, 36 guns, and 300 men; *La Decide*, 18 guns, and 194 men; *La Guippe*, 18 guns, and 194 men; and *L'Hardi*, 18 guns, and 194 men. She gave them chase, and nearing *La Brave*, gave her a broadside, which not bringing down any thing, with *La Decide* and *La Guippe* she escaped by superior sailing, gaining on the *Anson* hand over hand one mile and an half in two hours. The *Anson* then hauled her wind, and bore up for *L'Hardi*, which soon struck. She arrived this morning, is a beautiful vessel, quite new, her first cruise, and only thirty-three days off the stocks; the above little squadron only out from Bourdeaux four days. The marines on the quarter deck of *La Brave* were all clothed in regimentals by way of deception.

11. Wind S. Rain. Arrived from off Brest, the *Cumberland*, 74 guns, Commodore Graves, *Glory* 98, *London* 98, *Resolution* 74, *Ramilies* 74, *Canada* 74, and *Saturn* 74, to refit. The *Dragon* 74, *Atlas* 98, *Gibraltar* 84, and *Edgar* 74, are to join directly.

12. Wind E. Cloudy. Came in with the linen ships for London, the *Galatea*, 38 guns, Captain Byng; also *La Dragon*, 14 guns, and 120 men, National corvette, prize to the *Fisgard*, 48 guns, and *Cambrian*, 44. Arrived the *Alcmene*, 32 guns, Captain Digby, having struck on the Black Rocks near the Penmarks, where she lost her rudder. She was in imminent danger of being wrecked, but got off without any other damage: the *Diamond* frigate, Captain Griffiths, convoyed her safe into port. In turning up Hamoaze this evening, the *Alcmene* missed stays, lost her steerage way, and drifting to leeward by the strength of the tide, she tailed ashore on the rocks of Two Coves under the West Hoe: fortunately the tide flowing, and the wind blowing briskly at E. she got off in about an hour, and arrived safe at her moorings in Hamoaze.

13. Wind E. Fair. Sailed the *Edgar*, 74 guns, Captain Buller, and *Dragon*, 74, Captain Sutton, to join the Channel fleet; and the *Sirius*, 36 guns, Captain King, on a cruise.

## PORTSMOUTH REPORT,

FROM APRIL 28, TO MAY 25.

*April 28.* Arrived his Majesty's ships *Dover* and *Calcutta*, from Ireland; and *Grand Falconer*, from a cruise.

29. Arrived the *Louisa* galliot, taken by the *Topaze*, Captain Church, and the *Regulus*, *Touterelle*, *Ceres*, *Roebuck*, and *Druid*, from the Downs; and *Voltigeur*, from a cruise.

30. Arrived the *Cynthia*, Captain Malborn, from Guernsey.

*May 2.* Sailed the *Fury*, 16 guns, Captain Curry, on a cruise.

3. Sailed the *Prince*, of 98 guns, Captain Sutton, to join the Channel fleet; also the *La Loire*, Captain Newman, and *Mercury*, Captain Rogers, with a large convoy for the Mediterranean. The *Santa Margaritta*, Captain Parker; and *Maidstone*, Captain Donelly, with the Trade for Quebec and Halifax; and the *Voltigeur*, Captain Shortland, with several ships for Newfoundland.

5. Sailed the *Magicienne* of 32, and Bearer of 18 guns, on a cruise; *La Sophie* of 20 guns, with transports for Guernsey.

7. Sailed the *Active*, Captain Davers, and *Weazle*, Captain Durban, with sealed orders; and the *Adventure*, Captain Mansell, with a convoy for the Downs.

8. Sailed the *Regulus*, *Europa*, *Roebuck*, *Druid*, and *Ceres*, armed *en flute*, for the eastward, to fetch troops for the expedition; and the *Grappler* and *Ant* schooners, on a cruise.

9. Sailed the *Winchelsea*, *Blonde*, and *Cyclops*, for Ireland; and the *Sophie*, Captain Burdett, with the *Sea-Nymph*, *Diligence*, *Howard*, and *Middleton*, Navy transports, for Guernsey.

10. Arrived his Majesty's ship *La Pomone*, Captain Reynolds, with a convoy from Lisbon; and brought in with her a French lugger privateer, which she captured at the back of the Isle of Wight. The *Arethusa*, which came also as convoy, parted company off Scilly with the trade for Bristol, &c.

11. The *Brilliant*, of 28 guns, Hon. Capt. Paget, with a convoy for Cork.

12. The *Beaver* and *Arethusa* from a cruise.

13. Sailed the *Sea-Horse*, Rear-Admiral Sir Richard Bickerton, with Generals Sir R. Abercrombie, Moore, and Hutchinson, and Hon. Colonel Hope, with their suite, for the Mediterranean, convoying the *Dover* and *Calcutta* armed transports.

14. Arrived the *Endymion*, Captain Sir Thomas Williams, from a cruise, and has brought in with him two large French privateers, which he captured.

15. Sailed the *Belliqueux*, of 64 guns, Captain Bulteel, as convoy to the following outward-bound East India ships, viz.—*Bombay Castle*, Captain John Hamilton; *Lady Jane Dundas*, Hon. Hugh Lindsay; *Bengal*, A. Cumine; *Phœnix*, W. Moffatt; *Castle Eden*, A. Cuming; *Neptune*, N. Spens; *Coutts*, R. Forin; *Dorsetshire*, J. Ramsden; *Exeter*, H. Meriton; *Cealia* (extra), — Thomas; and *Bellona* (extra), — Doun. The *Abundance* for the Cape of Good Hope, and *Royal Admiral* for Botany Bay.

17. Arrived the *Dragon* and *Calcutta* troop ships in distress; and *Endymion* from a cruise, with two corvettes, her prizes.

19. Arrived the *Spencer*, of 74 guns, from the Downs.

20. Arrived the *Achilles*, *Active*, and *Megara*, from Torbay, and *Fly*, from Halifax, with dispatches. Sailed the *Syren*, of 32 guns, on a cruise.

21. Arrived here his Majesty's sloop *Fly*, Z. Mudge, Esq. in twenty-one days from Halifax, with dispatches from his Royal Highness the Duke of Kent; this ship has had a very narrow escape of being wrecked on an immense island



of ice, on the edge of the Banks of Newfoundland. It was first seen off the fore-castle, at dusk, in a thick fog, at one cable's length right a-head, the ship before the wind, blowing hard, going nine knots per hour; but, by putting the helm instantly down, she shot clear off the south end about sixty fathoms. The sea broke violently on the N. E. end. Spoke in latitude 48. 20. N. longitude 9. W. His Majesty's ship Hussar, who had in company a Falmouth packet, which she had retaken in her way from Cape Ortegal; also the Boston, from Glasgow to Quebec, on the Banks, all well.

23. Arrived the Topaze, Captain Church, and Grappler gun-vessel, from a cruise.

24. Sailed the Syren, Captain Goseling, on a cruise; also the Cynthia, Captain Malbon, having a quantity of specie on board, with sealed orders.

25. The Dragon, of 74 guns, Captain Campbell, and L'Achilles, of 74 guns, Captain Murray, from the Channel fleet.

### EAST-INDIA INTELLIGENCE.

LETTERS received overland from Bombay, dated in February, give the following information respecting the Company's shipping. The Thames sailed from Bombay, 3d February, for China. Private advices received at Bombay mention, that the Royal Charlotte, Cuffnells, and Walmer Castle, arrived at Prince of Wales's Island 15th December, on their voyage to China. Advices received at Madras mention, that the Boddam, Taunton Castle, and Carnatic, were intended to be dispatched from Macao 1st January. The Albion and Woodford sailed from Bombay 23d January, to complete their lading of pepper on the Malabar Coast, and then to proceed to England.

A very fine ship, of the burthen of 788 tons, called the *MYSOORE*, was launched in the month of October last, at *Bombay*, belonging to Messrs. LAMBERT and Ross, of *Calcutta*, mounting 36 twelve and six-pounder carriage guns. The ship was built upon the improved principle of sailing upon a wind, and is to be added to the strength of the marine in India. Three other ships, of the same dimensions and force, are on the stocks at *Bombay*, and were expected to be launched in December.

By recent letters from India we learn, that the Government General has it in contemplation to establish an effective marine round the Bands Head, and about Balasore Roads, for the purpose of affording protection to the coast trade against the depredations of the enemy's privateers. Ships of a competent force are to be stationed on this service, as well as to cruise in the Bay of Bengal. Similar establishments, we learn, are to be adopted on all the other coasts, where the trade is likely to be intercepted.

Two Gentlemen of the Bengal Civil Establishment have, we are informed, returned to *Calcutta*, from their excursion above the *Hurdwaar*, whither they had been for the purposes of making a discovery. Several gentlemen from Aunp-heer went with them, and by all their accounts, they have been eighty cose up the course of the Ganges above the *Hurdwaar*, and where Europeans were never before. The country people stared at them as if they had been supernatural beings, and insisted upon looking particularly at their clothes, and touching them. They found some parts of the Ganges fifty feet deep, and the stream astonishingly rapid, particularly near a place called *Serinagaur*, where it is impossible to stem the current. The people cross the river by a curious bridge of ropes. Their passage over the hills was not only tremendous, but dangerous, from narrow, rugged, and almost perpendicular paths over immense mountains, continued in many places by the trunks of trees laid from one large rock to another. The weather was so cold, that in the month of August they could not, with the assistance of great coats, keep themselves comfortably warm.

It has for many years been a subject of general conversation, that the trade of the East India Company could not be carried on in its present state:—A



memorial of great length was lately sent down by Mr. Dundas to the Court of Directors, explaining the future intentions of Government on this subject. It is not meant that the trade should be wholly thrown open, but that a greater facility should be afforded to individuals in India to transmit their property to this country, with the sanction of the Company, invested in certain merchandizes named in the memorial, instead of having recourse to neutral traders, a practice which has proved very prejudicial to the Company's interests.

The East India ship which was captured by the French near the Madeiras, in November last, is the Calcutta extra ship, and not one of the Company's regular tonnage. This vessel was taken up in Bengal, and sent home with a cargo last year, and on her return to India she was unfortunately lost, but soon after recaptured by his Majesty's ship Glenmore.

The Swedish ship Resolution arrived in Madras Roads on the 3d of December from Manilla. Letters brought by this ship confirm the previous accounts, that the Spanish Government were in daily expectation of a visit from the English; and that active measures had been pursued to put the place into a posture of defence. It is said, that the military force at Manilla, in regulars and militia, amounts to 16,000 men. Several gun-boats, to the number, it was reported, of 120, had been prepared to check the landing of any enemy.

An overland dispatch has been received at the India House from Bombay, dated the 14th of January. At that time the utmost tranquillity prevailed in India. Commodore Blanket had returned from the Straits of Babelmandel, to refit his squadron, which was ready to put to sea again. There is no material news in the dispatch.

### Promotions and Appointments.

ADMIRAL Sir Richard Bickerton, now appointed for foreign service, has been employed upwards of twelve months as assistant Port Admiral for regulating the fitting out of ships at Portsmouth; and such has been his vigilance in this situation, that to him may be ascribed the speedy equipment of the troop ships for the destined expedition. Mr. Boys, who was several years clerk to J. P. Maxwell, Esq. is appointed his Secretary.

Admiral Pole is appointed Commander in Chief at Newfoundland, and will hoist his flag in the Agincourt, of 64 guns.

Rear-Admiral Holloway has hoisted his flag on board the Jason, being appointed assisting Port Admiral at Portsmouth, in the room of Sir Richard Bickerton.

Admiral Lord Hugh Seymour is appointed to the Jamaica station in the room of Sir Hyde Parker; and Admiral Duckworth, now at Gibraltar, goes to the Windward Islands in the room of Lord Hugh Seymour.

Captain Ryves is appointed to the Agincourt, of 64 guns, which bears the flag of Admiral Pole, to whom J. P. Rance, Esq. is appointed Secretary.

Lieutenant Short, late Commander of the Conest gun-boat, lost off the coast of Holland, is appointed to the Ready gun-vessel.

Captain J. M'Namara Russel is appointed to the Princess Royal, newly commissioned at Plymouth.

Captain James Walker, of the Braakel, is appointed to the Prince George, of 98 guns.

Captain George Clarke, who returned to England with the command of the Conquerant, of 74 guns, is appointed to the Braakel.

Captain Hood is appointed to the Courageux, of 74 guns, a fine new ship.

Captain Maitland is appointed to the Camelion, at Gibraltar, and is gone out in the Mercury.

Captain Bover, from the Hecla bomb, is appointed to the Alesto fire ship.

Captain Mansel, of the Adventure, is made Post. Captain Carter succeeds him in the Adventure.

Captain Young, of the Ethalion, is appointed to La Peque (late La Pallas); and Lieutenant Broomwich to the Gladiator.

Lieutenant Benjamin Carter, of the Royal George, is promoted to the rank of Commander.

## MARRIAGES.

Lately, Captain William Hanwell, of his Majesty's Navy, to Miss Hanwell, of Mixbury, near Brackley, Northamptonshire.

At Minster, in the Isle of Sheppy, Mr. James Price, Purser, to Miss Mary Hare, of Sheerness.

Captain Cumberland, of the Royal Navy, to Miss Burt, daughter of the late Charles Pym Burt, Esq. of Albemarle-street.

The 14th instant, at St. Andrew's Church, Plymouth, Captain John Thickness, of his Majesty's sloop Pelican, to Miss Sarah Augusta Fraser, only daughter of Angus Fraser, Esq. of the Royal Invalids, in the citadel of that place.

19. Sir Hugh Dalrymple, Bart. to Miss Duncan, daughter of Admiral Lord Viscount Duncan.

## OBITUARY.

*January 16.* At Fontaines, the residence of Lord Hugh Seymour, near Fort Royal, Martinique, Lieutenant Charles Tancred, of the *Amphitrite*, a victim to the yellow fever. He was buried with military honours near the hospital at Fort Royal; and attended to the grave by the Admiral, the Officers of the *Sans Pareil*, and the other ships; as well as by a great number of Officers of the Garrison. Lieutenant Tancred was brother to Sir Thomas Tancred, of Brampton, in Yorkshire; an Officer of mild and amiable manners: being bred up in the service, solely under the guidance of Lord Hugh Seymour, he looked up to his patron with the reverence of a son; and by his merits gained in return the affection of a father.

Lately, Duncan Campbell, Esq. of Whitley, in Northumberland, Captain in the Royal Navy.

Lately, at Edinburgh, Admiral Lockhart.

We are extremely concerned to hear of the unfortunate death of Captain Palmer, of the *Selby* sloop of war, who shot himself in a fit of insanity; which circumstance, though however deplorable, will tend, in the eyes of his friends, to lessen the calamity. This melancholy event took place at the Nore, on May the 3d, at half past seven o'clock in the morning.

The unfortunate Captain Bredon, of Marines, who suffered in the *Queen Charlotte*, was, in his early years, with his father, then a Lieutenant in the Navy, eighteen months on the island of Madagascar. He went afterwards into the Marine service, in which he remained with great credit to himself and advantage to his country nearly the whole of the last, and all the present war, by his gallantry in several engagements. He was in the *Invincible*, with Commissioner Saxton, in the celebrated engagement of the 12th of April, when Rodney defeated Count de Grasse in the West Indies. He has left a wife and five children to lament his loss, and, we are sorry to add, with no other support than the widow's pension. It is therefore to be hoped, that her unfortunate situation will recommend her to the benevolent assistance of those who are happily possessed of the means to relieve the necessities of the widows and orphans of such as die in the service of their country.

The following is an extract of a letter from an Officer who was fortunately saved from the conflagration and blowing up of the *Queen Charlotte*, to Mrs. Bredon, of Portsmouth.

"It is with heartfelt sorrow I communicate to you the lamentable loss of your worthy and affectionate husband. I sincerely sympathize with you and your disconsolate family on this trying occasion. In the awful situation of all hopes of the fire being extinguished were lost, and no means of safety were left but committing ourselves to the mercy of the waves, I, with many others, leaped into the sea. My worthy Captain and I were, for some time, close with each other, until I, thank God, in the moment of being quite exhausted, fortunately got hold of a piece of the wreck, which enabled me to swim to the launch, that was without an oar or any thing else that could afford me the least assistance. Every effort was made to save your husband; but, alas! all our endeavours were unsuccessful. I remained in this deplorable situation nearly four hours, almost speechless, and entirely naked, before any relief could arrive. I am so weak, that I write this with the greatest difficulty. Mr. Peebles is saved."

# A P P E N D I X.

## CHRONOLOGICAL \* LIST

OF THE

### Royal Navy of Great Britain, At the Commencement of the present Year 1800.

(Continued from our last.)

Arranged according to the Years in which the Ships were built, with their DIMENSIONS; and the NAMES of the several COMMANDERS appointed to them, from the Beginning of the PRESENT WAR.

## NO II.

1780 continued.

**CLEOPATRA**, 32 Guns. Built at Bristol. Length of gun-deck, 126 feet, 5 inches; of keel, 104 feet, 6 inches and a quarter. Breadth, 35 feet, 2 inches and a half. Depth in hold, 12 feet, 1 inch and three quarters. Tons, 699. Commanded in 1793 by Captain A. J. Ball. In June 1795, Captain C. V. Penrose. In September 1797, Captain I. Pellew, who still commands her. *America*.

**DEDALUS**, 32 Guns. Built at Liverpool. Length of gun-deck, 125 feet, 7 inches; of keel, 103 feet, 1 inch. Breadth, 35 feet, 8 inches. Depth in hold, 11 feet, 10 inches and three quarters. Tons, 722 and sixty ninety-fourths. In 1793, commanded by Sir Charles Henry Knowles, Bart. In September 1794, Captain T. Williams was appointed to her. In September 1795, Captain G. Countess. In March 1797, Captain H. L. Ball, who still commands her. *East Indies*.

**FOX**, 32 Guns. Built at Burfledon. Length of gun-deck, 126 feet, 2 inches and a quarter. Breadth, 35 feet, 5 inches and three quarters. Depth in hold, 12 feet, 2 inches. Tons, 697. Commanded in 1793 by Captain T. Drury. In February 1795, Captain P. Malcolm was appointed to her. In April 1799, Captain Henry Stuart. *East Indies*.

**IPHIGENIA**, 32 Guns. Built at Midfleythorn. Length of gun-deck, 126 feet; of keel, 104 feet, 3 inches. Breadth, 35 feet and half an inch. Depth in hold, 12 feet, 2 inches. Tons, 681. Commanded in 1793 by Captain P. Sinclair. In 1795, Captain F. F. Gardner was appointed to her. *At present an Hospital Ship, at Plymouth*.

**JUNO**, 32 Guns. Built on the River Thames. Length of gun-deck, 126 feet, 6 inches and a half; of keel, 104 feet, 7 inches. Breadth, 35 feet, 2 inches and a quarter. Depth in hold, 12 feet, 1 inch and a half. Tons, 689. Commanded by Captain Samuel Hood in 1793. In 1794, by Lord A. Beauclerk. In November 1798, Captain George Dundas, her present commander, was appointed to her. *North Seas*.

**ORPHEUS**, 32 Guns. Built on the River Thames. Length of gun-deck, 126 feet, 4 inches; of keel, 104 feet, 5 inches. Breadth, 35 feet, 2 inches and a quarter. Depth in hold, 12 feet, 2 inches. Tons, 688. Commanded by Captain H. Newcome in 1793. In December 1797, Captain P. W. Page. In March 1798, Captain W. Hills, who still commands her. *East Indies*.

**MERCURY**, 28 Guns. Built on the River Thames. Length of gun-deck, 120 feet, 9 inches and three quarters; of keel, 99 feet, 10 inches and a half. Breadth, 33 feet, 9 inches. Depth in hold, 11 feet and half an inch. Tons, 665. In December 1795, Captain G. Byng was appointed to her. In April 1797, Captain T. Rogers, her present commander. *Halifax*.

**ZEBRA**, 16 Guns. Bomb Vessel. Built at Gravesend. Length of gun-deck, 98 feet and half an inch; of keel, 80 feet. Breadth, 27 feet, 5 inches and a quarter. Depth in hold, 13 feet, 4 inches. Tons, 320. Commanded in 1794 by Captain R. Faulknor. In 1795, by Captain Launcelet Skyner; and afterwards Captain N. Thompson. In January 1796, Captain D. M'iver was appointed to her. In November, Captain J. Hunt. In July 1798, Captain T. Sparke. In December 1799, Captain E. S. Clay. *North Seas*.

**SPARROW**, 12 Guns. A Cutter. Commanded in 1795 by Lieutenant John Consett Peers. In April 1798, by Lieutenant Whily, who still commands her. *Jamaica*.

**VOLCANO**, 8 Guns. Bomb Vessel. Commanded by J. Cotgrave in 1797, who still commands her. *North Seas*.

1781.

**GOLIATH**, 74 Guns. Built at Deptford. Length of gun-deck, 168 feet; of keel, 138 feet. Breadth, 46 feet, 9 inches. Depth in hold, 19 feet, 9 inches. Tons, 1664. Commanded in February 1795, and 1797, by Sir Charles Henry Knowles, Bart. In August 1797, Captain T. Foley was appointed to her. *Portsmouth*.

**WARRIOR**, 74 Guns. Built at Portsmouth. Length of gun-deck, 169 feet; of keel, 138 feet, 2 inches and three quarters. Breadth, 47 feet, 3 inches. Depth in hold, 20 feet. Tons, 1642. In January 1797, Captain H. Trollope was appointed to her. In April, Captain H. Savage. In May 1799, Captain C. Tyler. *Channel*.

**AFRICA**, 64 Guns. Built on the River Thames. Length of gun-deck, 160 feet, 10 inches; of keel, 132 feet, 9 inches. Breadth, 44 feet, 9 inches. Depth in hold, 18 feet, 1 inch. Tons, 1415. Captain Roddam Heine was appointed to her in 1793. In September 1799, being fitted for an Hospital Ship, Lieutenant J. Bryant was appointed to her. *At Sheerness*.

\* For Historical Anecdotes of each Ship, we refer our Readers to the List that was published in our first Volume.



# CHRONOLOGICAL LIST OF THE ROYAL NAVY.

- AGAMEMNON**, 64 Guns. Built at Bucklershard. Length of gun-deck, 160 feet, 2 inches; of keel, 131 feet, 10 inches and a quarter. Breadth, 44 feet, 5 inches. Depth in hold, 18 feet, 11 inches. Tons, 1384. Commanded in the beginning of the present war by Captain Horatio Nelson. In 1797, Captain Robert Devereux Fancourt was appointed to her. *Channel*.
- SAMPSON**, 64 Guns. Built at Woolwich. Length of gun-deck, 159 feet, 5 inches and a half; of keel, 131 feet, 2 inches and a quarter. Breadth, 44 feet, 5 inches and three quarters. Depth in hold, 18 feet, 10 inches and a half. Tons, 1381. Commanded in 1793 by R. Montague, esq. In April 1795, Captain T. Louis. In February 1796, Captain G. Gregory. In May, Captain G. Tripp. In December 1797, being fitted for a prison ship, Lieutenant W. Beviens was appointed to her, and still commands her. *At Plymouth*.
- SCEPTRE**, 64 Guns. Built on the River Thames. Length of gun-deck, 159 feet, 9 inches; of keel, 131 feet, 3 inches. Breadth, 44 feet, 9 inches. Depth in hold, 18 feet. Tons, 1398. Commanded by Captain J. R. Dacres in 1793. By Captain W. H. Effington in 1795, and Vice Admiral J. Macbride hoisted his flag on board of her. In March 1797, Captain T. Alexander was appointed to her. In September, Captain V. Edwards. *East Indies*.
- ARGO**, 44 Guns. Built at Howden Pans. Length of gun-deck, 140 feet, 8 inches; of keel, 115 feet, 9 inches and three eighths. Breadth, 38 feet and three quarters of an inch. Depth in hold, 16 feet, 4 inches and a half. Tons, 892. Commanded in 1793 by Captain William Clarke. In February 1795, Captain R. R. Burgess. In June 1796, Captain J. S. Hall. In March 1798, Captain J. Bowen, her present commander. *Portsmouth*.
- DOLPHIN**, 44 Guns. Built at Chatham. Length of gun-deck, 130 feet, 11 inches; of keel, 115 feet, 6 inches and a quarter. Breadth, 37 feet, 10 inches and a quarter. Depth in hold, 16 feet, 4 inches. Tons, 880. Commanded in the beginning of the present war by Lieutenant J. May. In October 1794, Captain R. Retalick was appointed to command her. In December 1797, Captain J. Nesbitt. In February 1799, Captain T. Bayley. In September, her present commander, Captain P. Beaver, was appointed to her. *Hospital ship at Woolwich*.
- ARETHUSA**, 38 Guns. Built at Bristol. Length of gun-deck, 141 feet, 1 inch and a half; of keel, 116 feet, 10 inches and five eighths. Breadth, 39 feet, and half an inch. Depth in hold, 15 feet, 9 inches and a half. Tons, 948. The Hon. S. Finch appointed to her in 1793. Captain Edward Pellew in 1794. Captain M. Robinson in April 1795. In March 1796, Captain T. Wolley, her present commander. *Channel*.
- LATONA**, 38 Guns. Built on the River Thames. Length of gun-deck 141 feet, 3 inches; of keel, 116 feet, 10 inches. Breadth, 38 feet 11 inches and three quarters. Depth in hold, 15 feet, 6 inches. Tons, 944. Commanded by Captain E. Thornbrough in 1793. In 1795, the Hon. A. K. Legge. In 1797, Captain F. Soderon, *North Sea*.
- ANDROMACHE**, 32 Guns. Built on the River Thames. Length of gun-deck, 126 feet, 2 inches; of keel, 104 feet. Breadth, 35 feet, 2 inches. Depth in hold, 12 feet, 2 inches. Tons, 683. Commanded in 1793 by Captain T. Jones. In 1795 by Captain C. J. M. Mansfield. In 1799, Captain R. Lawrie, *West Indies*.
- ASTREA**, 32 Guns. Built at Cowes. Length of gun-deck, 126 feet; of keel, 103 feet, 7 inches. Breadth, 35 feet, 9 inches. Depth in hold, 12 feet. Tons, 703. Commanded in 1793 by Captain R. Moorford. In 1795, Captain H. Paulet and Captain R. Lane. In 1797, Captain R. Dacres. *Deptford, repairing*.
- CERES**, 32 Guns. Built at Liverpool. Length of gun-deck, 129 feet, 4 inches and a half; of keel, 103 feet 9 inches. Breadth, 35 feet, 5 inches. Depth in hold, 11 feet, 11 inches and a half. Tons, 692. Commanded in 1793 by Captain R. Inceledon. In 1795, Captain T. Peyton and Captain J. Newman. In 1797, Captain R. W. Otway. In January 1799, Captain R. H. Pearson. In July, Captain J. Nicholas. *Channel*.
- QUEBEC**, 32 Guns. Built at Bursledon. Length of gun-deck, 126 feet, 3 inches; of keel, 104 feet, 2 inches. Breadth, 35 feet, 6 inches and a half. Depth in hold, 12 feet, 1 inch and a half. Tons, 699. Commanded in 1793 by Captain J. Rogers. In 1795, Captain J. Carpenter. In 1796, Captain J. Cook. In 1799, Captain H. W. Bayntun. *Jamaica*.
- SUCCESS**, 32 Guns. Built at Liverpool. Length of gun-deck, 126 feet; of keel, 103 feet, 10 inches. Breadth, 35 feet, 2 inches. Depth in hold, 12 feet, 2 inches. Tons, 683. Commanded in 1793 by Captain F. Roberts. In 1794, Captain H. Pigot. In 1797, Captain P. Wilkinson. In 1799, Captain S. Peard. *Mediterranean*.
- EURYDICE**, 24 Guns. Built at Portsmouth. Length of gun-deck, 114 feet, 3 inches; of keel, 94 feet, 2 inches and three quarters. Breadth, 32 feet, 3 inches. Depth in hold, 10 feet, 3 inches. Tons, 521. Commanded in 1793 by Captain Francis Cole. In 1795 by Captain T. Twyden. In 1796, the Hon. Captain A. Bennet. In 1797, Captain J. Talbot. *Channel*.
- MYRMIDON**, 20 Guns. Built at Deptford. Length of gun-deck, 113 feet, 9 inches and a half; of keel, 94 feet, 2 inches. Breadth, 31 feet. Depth in hold, 10 feet, 2 inches. Tons, 481. Commanded in 1793 by Lieutenant J. Burrows, who still commands her. *Ship at Plymouth*.
- ARIEL**, 16 Guns. Built at Liverpool. Length of gun-deck, 98 feet, 1 inch; of keel, 80 feet, 3 inches. Breadth, 27 feet, 4 inches. Depth in hold, 13 feet, 4 inches. Tons, 319. *Portsmouth, repairing*.
- COCKATRICE**, 14 Guns. A Cutter. Built at Dover. Length of gun-deck, 69 feet, 4 inches; of keel, 52 feet. Breadth, 25 feet, 7 inches. Depth in hold, 10 feet, 9 inches. Tons, 131. *Portsmouth*.
- ALECTO**, 12 Guns. A Fireship. Built at Dover. Length of gun-deck, 108 feet, 9 inches; of keel, 90 feet, 6 inches and three quarters. Breadth, 29 feet, 7 inches and a half. Depth in hold, 9 feet. Tons, 423. In July 1798 Captain J. Allen was appointed to her. In January 1799, the Hon. T. B. Capel. In April, Captain H. Garrett. In June, Captain Elliott. In July, Captain Lenox Thompson, her present commander. *Off Lymington, as a Guard Ship*.
- AETNA**, 8 Guns. A Bomb Vessel. *Repairing at Woolwich*.

1782.

- ATLAS**, 98 Guns. Built at Chatham. Length of gun-deck, 177 feet, 7 inches; of keel, 145 feet, 8 inches, and three quarters. Breadth, 50 feet, 2 inches. Depth in hold, 21 feet, 6 inches. Tons, 1950. Commanded in 1795 by Captain E. Dod. In March 1797, Captain M. Squire. In January 1799, Captain S. Peard. In April, Captain T. Jones, her present commander. *Channel*.
- GANGES**, 74 Guns. Built on the River Thames. Length of gun-deck, 169 feet, 9 inches; of keel, 138 feet, 7 inches and three quarters. Breadth, 47 feet, 8 inches and a half. Depth in hold, 20 feet, 3 inches. Tons, 1679. Commanded in 1793 by Captain Anthony James Fye Molloy. In 1794 by Captain W. Trufcott. In July 1795 Captain B. Archer was appointed to her. In 1796, Captain L. Skynner and Captain R. McDowall. In September 1799, Captain C. Campbell. *Portsmouth*.
- IRRESISTIBLE**, 74 Guns. Built at Harwich. Length of gun-deck, 168 feet; of keel, 138 feet, 10 inches. Breadth, 47 feet, 2 inches. Depth in hold, 18 feet, 10 inches. Tons, 1643. Commanded in 1793 by Captain J. Henry



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In June 1795, Captain J. L. Douglas. In August Captain G. Martin was appointed to her. In March 1798, Captain R. Plampin. *Chatham*.

**CROWN**, 64 Guns. Built on the River Thames. Length of gun-deck, 160 feet, 5 inches; of keel, 131 feet, 5 inches. Breadth, 44 feet, 10 inches. Depth in hold, 19 feet, 5 inches, and a half. Tons, 1475. Having been fitted as a prison ship, Lieutenant Baker was appointed to command her in October 1798. *Portsmouth*.

**DIADEM**, 64 Guns. Built at Chatham. Length of gun-deck, 159 feet, 10 inches; of keel, 131 feet, 1 inch. Breadth, 44 feet, 5 inches. Depth in hold, 19 feet. Tons, 1476. Commanded in 1793 by Captain A. Sutherland. In 1794, Captain C. Tyler. In 1796, Captain G. H. Towry. In August 1799, J. Dawson. *North Sea*.

**POLYPHEMUS**, 64 Guns. Built at Sheerness. Length of gun-deck, 160 feet; of keel, 133 feet, 3 inches. Breadth, 44 feet, 7 inches. Depth in hold, 19 feet. Tons, 1409. Commanded in 1794 by Captain G. Lunfildine. In March 1796 Vice Admiral R. Kinginill hoisted his flag on board her. *North Sea*.

**STANDARD**, 64 Guns. Built at Deptford. Length of gun-deck, 159 feet, 6 inches; of keel, 131 feet. Breadth, 44 feet, 4 inches. Depth in hold, 19 feet. Tons, 1370. Commanded in 1795 by Captain J. Ellison. In 1797, Captain T. Parr and Captain T. R. Suivers. In February 1799, Lieutenant T. Panip was appointed to her. In December 1799, Lieutenant J. Dalby. *Sheerness*.

**TRUSTY**, 50 Guns. Built at Bristol. Length of gun-deck, 153 feet, 6 inches and three quarters; of keel, 114 feet and three quarters. Breadth, 40 feet, 7 inches, and three eighths. Depth in hold, 17 feet, 9 inches and three-quarters. Tons, 1088. Commanded in 1794 by Captain W. O'Brien Drury. In 1796, Captain J. Osborn. In March 1798, Captain A. Todd. In August 1799, Captain G. Bowen. *Woolwich*.

**SERAPIS**, 44 Guns. Built at Bristol. Length of gun-deck, 140 feet, 2 inches and a half; of keel, 115 feet, 5 inches. Breadth, 38 feet. Depth in hold, 16 feet, 4 inches and a quarter. Tons, 886. In 1795 C. Duncan was appointed to her. *A Store Ship, Woolwich*.

**PHAETON**, 38 Guns. Built at Liverpool. Length of gun-deck, 141 feet; of keel, 116 feet. Breadth, 39 feet and a half. Depth in hold, 13 feet, 10 inches and a quarter. Tons, 954. Commanded in 1793 by Sir A. S. Douglass. In 1794, the Hon. Captain R. Stopford. In July 1799, Captain J. N. Morris, her present commander, was appointed to her. *Mediterranean*.

**THETIS**, 38 Guns. Built on the River Thames. Length of gun-deck, 141 feet, 6 inches; of keel, 117 feet, 1 inch and a half. Breadth, 39 feet, 1 inch and a half. Depth in hold, 13 feet, 8 inches. Tons, 954. Commanded in 1793 by Captain F. J. Hartwell. In 1794 by the Hon. Captain A. F. Cochrane. *At Plymouth*.

**PERSEVERANCE**, 36 Guns. Built on the River Thames. Length of gun-deck, 137 feet; of keel, 113 feet, 4 inches and a quarter. Breadth, 38 feet, 3 inches. Depth in hold, 13 feet, 5 inches. Tons, 882. Commanded in 1793 by Captain Isaac Smith.

**THALIA**, 36 Guns. Built at Bursledon. Length of gun-deck, 137 feet, 1 inch; of keel, 113 feet, 3 inches and a quarter. Breadth, 38 feet, 3 inches. Depth in hold, 13 feet, 3 inches. Tons, 881. Commanded by Captain R. Grindall in 1793. Captain Lord H. Paulet was appointed to her in 1795. In November 1799, Captain J. Nesbit. *Mediterranean*.

**SYREN**, 32 Guns. Built at Mitleyethorn. Length of gun-deck, 126 feet; of keel, 103 feet, 10 inches. Breadth, 35 feet and three quarters of an inch. Depth in hold, 12 feet, 2 inches. Tons, 679. Commanded by Captain R. Manley in 1793. By Captain G. Moore in 1794. By Captain T. M. Le Goffelin in 1796, who still commands her. *In the West Indies*.

**INSPECTOR**, 16 Guns. A Sloop. Built at Wivenhoe. Length of gun-deck, 97 feet, 2 inches and a half; of keel, 80 feet, 5 inches and three eighths. Breadth, 26 feet, 11 inches and a half. Depth in hold, 13 feet, 3 inches and a half. Tons, 310, and fifty ninety-fourths. Commanded by W. Bryer in 1793. Captain J. Cook was appointed to her in 1794. Captain R. W. Orway in 1795. Captain C. Lock in 1796, who still commands her. *North Sea*.

**SPITFIRE**, 16 Guns. A Sloop. Commanded by Captain P. C. Durham early in 1793; and in September Captain J. Cook was appointed to her. In 1794, Captain J. Clements and Captain Amherst Morris. In 1795, Captain M. Seymour. In 1796, her present commander. *Camel*.

**BULLDOG**, 14 Guns. Bomb Vessel. Built at Dover. Length of gun-deck, 98 feet, 1 inch; of keel, 80 feet, 1 inch and a quarter. Breadth, 27 feet, 3 inches and a half. Depth in hold, 13 feet, 4 inches. Tons, 317. Commanded by G. Hope in 1793, E. Browne in 1794, and C. S. Davers in 1795. In January 1796 H. G. Fownes. In May, G. F. Raynes. In 1798, A. Drummond. In 1799, B. Dacres. *Gibraltar*.

**FALCON**, 14 Guns. A Sloop, rigged as a Brig. Built at Sandwich. Length of gun-deck, 78 feet, 11 inches; of keel, 60 feet, 8 inches. Breadth, 25 feet. Depth in hold, 11 feet, 2 inches. Tons, 201, and sixty-four ninety-fourths. Commanded in 1793 by J. Bissett. In 1795 by W. C. Lobb. In March 1799 Captain R. D. Dunn was appointed to her. In December 1799, Captain G. Ross. *Sheerness*.

**INCENDIARY**, 14 Guns. A Fireship. Built at Dover. Length of gun-deck, 108 feet, 9 inches; of keel, 90 feet, 7 inches. Breadth, 29 feet, 7 inches. Depth in hold, 9 feet. Tons, 422. Commanded in 1793 by W. Hope. In 1794 by R. Bagot. In 1795, J. Deaper. In 1796, Captain H. Digby. In 1797, Captain G. Barker. In December 1799, Captain R. D. Dunn. *Mediterranean*.

**OTTER**, 14 Guns. A Fireship, rigged as a Brig. Built at Sandwich. Length of gun-deck, 78 feet, 11 inches; of keel, 60 feet, 8 inches. Breadth, 25 feet. Depth in hold, 11 feet, 2 inches. Tons, 201, and sixty-four ninety-fourths. Commanded in 1795 by J. Harry. In 1799 by G. McKintie, her present commander. *Down*.

**PLUTO**, 14 Guns. A Sloop. Built at Sandgate. Length of gun-deck, 108 feet, 10 inches and a half; of keel, 90 feet, 7 inches. Breadth, 29 feet, 9 inches. Depth in hold, 9 feet. Tons, 426. Commanded in 1793 by J. N. Morris. In 1794, by R. Kaggett. In 1796 by A. Crofton. In 1798 by H. F. Edgell, who still commands her. *Newfoundland*.

## 1783.

**CARNATIC**, 74 Guns. Built on the River Thames. Length of gun-deck, 172 feet, 4 inches and a half; of keel, 140 feet, 3 inches and a half. Breadth, 48 feet. Depth in hold, 20 feet, 9 inches and a half. Tons, 1722. In January 1796 Captain R. Grindall was appointed to her. In March, Captain H. Jenkins, with Rear Admiral C. M. Pole's flag. In 1798, Captain G. Bowen, (1). In 1799, Captain J. Loring, her present commander. *Jamaica*.

**CULLODEN**, 74 Guns. Built on the River Thames. Length of gun-deck, 170 feet; of keel, 138 feet, 11 inches; Breadth, 47 feet, 8 inches and three quarters. Depth in hold, 20 feet, 3 inches, and one eighth. Tons, 1683. Commanded in 1793 by Captain Sir T. Rich. When Sir T. Rich hoisted his flag as Rear Admiral, Captain R. R. Burgess was appointed his Captain in her in 1794. In 1795 Captain T. Troubridge was appointed to her, and still commands her. *Mediterranean*.

**DEFIANCE**, 74 Guns. Built on the River Thames. Length of gun-deck, 160 feet; of keel, 138 feet. Breadth, 47 feet, 4 inches. Depth in hold, 19 feet, 9 inches. Tons, 1645. In October 1794 Captain G. Keppel was ap-

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pointed to her. In 1795, Captain Sir George Home. In March 1796, Captain T. Jones. In March 1799, Captain T. R. Shivers, who still commands her. *Channel*

**POWERFUL**, 74 Guns, Built on the River Thames. Length of gun-deck, 168 feet, 6 inches; of keel, 138 feet, 7 inch. Breadth, 47 feet and three quarters of an inch. Depth in hold, 39 feet, 8 inches and a half. Tons, 1627. Commanded in 1793 by Captain T. Higgs. In April 1795 Captain R. Fisher was appointed to her. In August, Captain W. O'B. Drury. *Mediterranean*.

**THUNDERER.** 74 Guns. Built on the River Thames. Length of gun-deck, 170 feet, 8 inches; of keel, 139 feet, 5 inches. Breadth, 47 feet, 7 inches. Depth in hold, 19 feet, 11 inches. Tons, 1679. Commanded in 1793 by Captain A. Bertie. In March 1796 Captain J. Bowen was appointed to her, with Rear Admiral Sir Hugh Cloberry Christian's flag. In 1797, Captain W. Ogilvy. In 1798 Captain J. Cocket was appointed to her. In May 1799, Captain T. Hardy. *Jamaica.*

**TREMENDOUS**, 74 Guns. Built on the River Thames. Length of gun-deck, 170 feet, 4 inches; of keel, 139 feet, 3 inches and a quarter. Breadth, 47 feet, 7 inches and a half. Depth in hold, 20 feet, 2 inches. Tons, 1680. Commenced in 1793 by Captain J. Pigot. In 1794, Captain W. Beutlich. In April 1795, Captain S. J. Ballard; and in June, Captain J. Aymer; and in 1796 Rear Admiral T. Pringle hoisted his flag in her. Capt. C. Brisbane was appointed his Captain in 1797, and afterwards Captain G. H. Stephens. In 1798, Captain J. C. Searle. In 1799, Captain J. Osborne. *Cape of Good Hope.*

**DICTATOR**, 64 Guns. Built on the River Thames. Length of gun-deck, 159 feet, 4 inches; of keel, 130 feet, 8 inches. Breadth, 44 feet, 8 inches and a quarter. Depth in hold, 18 feet. Tons, 1388. In 1794 commanded by Captain E. Dod. In 1795, Captain N. Brunton. In 1796, by Captain T. Totty. In 1797, by Captain T. Welton. In 1798, by Captain Thomas Byam Martin. In 1799, by Captain J. Hardy *Phylculb*.

**EUROPA**, 50 Guns. Built at Woolwich. Length of gun-deck, 135 feet, 11 inches; of keel, 119 feet, 4 inches and five eighths. Breadth, 40 feet, 7 inches and a quarter. Depth in hold, 17 feet, 5 inches and a half. Tons, 1937. Commanded in 1793, by Captain G. Gregory, with Commodore J. Ford's broad pendant on board. In 1795, Captain T. Surridge. In 1798, Captain J. Stevenson. *Spithead*.

**CHARON**, 44 Guns. Built at Bristol. Length of gun-deck, 140 feet, 1 inch and a half; of keel, 115 feet, 3 inches and three eighths. Breadth, 38 feet, 1 inch. Depth in hold, 16 feet, 4 inches and a half. Tons, 889. Commanded in 1793 by Captain E. Dod. In 1794, by Captain G. Countess and Captain W. Lock. In 1796, J. Stephenson. In 1797, Captain T. Manby. In 1799, J. M<sup>r</sup>Kellar. *North Yarmouth.*

**GLADIATOR**, 44 Guns. Built at Buckleford. Length of gun-deck, 140 feet; of keel, 115 feet, 1 inch. Breadth, 37 feet, 11 inches and a half. Depth in hold, 16 feet, 5 inches. Tonnage, 882. Having been fitted for a Hospital Ship at Portsmouth, Lieutenant S. Hayter. In 1796, by Lieutenant S. Parker. In 1799, Lieutenant E. Hungerford. *Portsmouth. Cruised.*

**INCONSTANT**, 36 Gun. Built on the River Thames. Length of gun-deck, 157 feet, 9 inches; of keel, 114 feet, 2 inches. Breadth, 39 feet, 3 inches and a half. Depth in hold, 13 feet, 5 inches. Tons, 890. Commanded in 1793 by Captain A. Montgomery. In 1795, by Captain T. F. Freemantle. In 1798, by Captain M. Ponsonby. In December 1799, Captain J. Aylcough. *North Seas.*

**PHOENIX**, 36 Guns. Built at Bursledon. Length of gun-deck, 137 feet, 1 inch; of keel, 113 feet, 2 inches and seven eighths. Breadth, 38 feet, 3 inches and three quarters. Depth in hold, 13 feet, 5 inches. Tons 884. Commauded in 1793 by Captain Sir R. J. Strachan. In 1796, Captain L. W. Halford. *Lisbon*.

**BRUID**, 32 Guns. Built at Bristol. Length of gun-deck, 129 feet, 1 inch and a quarter; of keel, 107 feet, 1 inch and three eighths. Breadth, 35 feet, 4 inches and seven eighths. Depth in hold, 12 feet, 8 inches. Tons, 717 and fifty-seven ninety-fourths. Comanded in 1793 by Captain J. Ellifson. In 1795, Captain R. C. Reynolds. In 1796, by Captain R. King. In 1798, by Captain C. Abthorp. *Guernsey.*

**GREYHOUND.** 32 Guns. Built at Middelethorpe. Length of gun-deck, 126 feet; of keel, 103 feet, 11 inches and five eighths. Breadth, 35 feet, 1 inch and a half. Depth, in hold, 12 feet, 2 inches. Tons, 682. Commanded in 1794 by P. Bayley. In 1796, by Captain J. Young. In 1797, by Captain Israel Pellew. In 1798, by Capt. R. Lee. In 1799, Captain J. Crawley. *Jamaica.*

**HEROINE**, 32 Guns. Built at Buckleboard. Length of gun-deck, 130 feet, 11 inches and a half; of keel, 107 feet, 10 inches and three eighths. Breadth, 36 feet, 10 inches and a quarter. Depth in hold, 13 feet. Tons, 779. Commanded in 1793 by Captain A. H. Gardner. In 1798 the Hon. J. Murray was appointed to her. *Purismath*.

**IRIS**, 32 Guns. Built on the River Thames. Length of gun-deck, 126 feet, 2 inches and a half; of keel, 104 feet, 3 inches. Breadth, 35 feet, 3 inches and a half. Depth in hold, 12 feet, 2 inches and a half. Tons, 688. Commanded in 1793, by Captain G. Lunnellaine. In 1794, by Captain W. Hargood. In 1797, Captain T. Surringer. In 1798, Captain G. Brilac. *North Seas.*

**THISBE**, 28 Guns. Built at Dover. Length of gun-deck, 120 feet, 6 inches; of keel, 59 feet, 5 inches and three eighths. Breadth, 33 feet, 7 inches. Depth in hold, 11 feet. Tons, 596. Commanded in 1793 by Captain J. Dickenson. In 1794, by Captain J. O. Hardy. In January 1799 Captain C. D. Pater was appointed to her. In April, Captain J. O'Brien *Phyllis*.

**CALYPSO**, 16 Guns. Built on the River Thames. Length of gun-deck, 101 feet, 6 inches; of keel, 83 feet, 6 inches. Breadth, 27 feet, 9 inches. Depth in hold, 12 feet, 10 inches and a half. Tons, 342. Commanded in 1796 by Captain F. Smith. In 1797, by Captain E. Worsley. In 1798, by Captain W. Colis. In November 1799, Captain J. Baker. *West Indies.*

**COMET**, 14 Guns. A Fireship. Built at Wivenhoe. Length of gun-deck, 108 feet, 10 inches; of keel, 60 feet, 8 inches. Breadth, 29 feet, 8 inches. Depth in hold, 9 feet. Tons, 424. Commanded in 1793 by W. Bradley. In 1794, by Captain J. Larcum. In 1795, by Captain H. Codrington; and afterwards by Captain R. Redmill. In 1796, Captain E. Hamilton. In 1797, Captain H. Duncan. In 1799, Captain T. Lear. *Downs.*

**MEGAERA**, 14 Guns. A Frigate. Built at Ipswich. Length of gun-deck, 108 feet, 11 inches and a half; of keel, 95 feet, 10 inches and a half. Breadth 29 feet, 8 inches. Depth in hold, 9 feet. Tons, 425. Comm'd: dec'd in 1793, by Captain C. J. M. Man. Dec'd 1794, by Captain H. Blackwood. In September 1795, Captain S. J. Bland. In 1796, Captain A. C. Dickson. In 1797, Captain J. Miller; and afterwards Captain G. J. Shirley. In 1798, Captain G. White. In November 17, 99, C.-pain H. Weir, her present commander. *Plymouth*.

**VENERABLE**, 74 Guns. Built on the River Thames. Length of gun-deck, 120 feet, 6 inches; of keel, 139 feet, 10 inches. Breadth, 47 feet, 4 inches. Draft, 23 feet. Depth in hold, 19 feet, 11 inches. Tons, 1669. Commanded in the latter end of 1809 by Sir John Jervis. In January 1795 Capt. An. W. Hope was appointed to her; and shortly after Vice Admiral A. Duncan hoisted his flag on board her. In September Captain J. Bisset was appointed his Captain. In November 1796, Captain W. G. Fairfax, who still commands her, *Perthmouth*.

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**DIRECTOR**, 64 Guns. Built at Gravesend. Length of gun-deck, 159 feet, 1 inch; of keel, 130 feet, 4 inches and three quarters. Breadth, 44 feet, 6 inches and three quarters. Depth in hold, 14 feet, 10 inches. Tons, 1388. In 1796 Captain W. Bligh was appointed to her, and still commands her. *St. Helena*.

**STATELY**, 64 Guns. Built at Northam. Length of gun-deck, 167 feet and half an inch; of keel, 131 feet 7 inches. Breadth, 44 feet, 6 inches and a half. Depth in hold, 19 feet. Tons, 1388. Commanded at the beginning of the present war by Captain J. S. Smith, with Vice Admiral Sir Richard King's flag. In 1794, Captain R. Fisher. In January 1795 Captain B. Douglass was appointed to her. In March 1797, Captain P. Campbell. In August, Captain A. Todd. In November, Captain J. Osborne. In August 1798, Captain J. W. Spranger. In July, Captain G. Scott, her present commander. Armed en flute. *Spithead*.

**ADVENTURE**, 44 Guns. Built on the River Thames. Length of gun-deck, 140 feet, 4 inches; of keel, 115 feet, 5 inches. Breadth, 38 feet, 6 inches. Depth in hold, 16 feet, 11 inches. Tons, 910. Commanded in 1794, by Captain E. Buller. In May 1795, Captain E. Crawley was appointed to her. In December, Captain G. Palmer. In 1796, Captain W. G. Rutherford. In May 1797, Captain White. In January 1798, Captain J. Chilcott. In March, Captain T. Lear, In July, Captain R. Mansell, her present commander. Store Ship. *Spithead*.

**EXPERIMENT**, 44 Guns. Built at East Cowes. Length of gun-deck, 140 feet, 3 inches and a half; of keel, 115 feet, 3 inches and a half. Breadth, 38 feet and half an inch. Depth in hold, 16 feet, 4 inches. Tons, 892, twenty-five ninety-fourths. Commanded in 1793 by Captain S. Miller. In January 1795 Captain Lancelot Skynner was appointed to her. In August, Captain John Barrett. In April 1798, Captain J. G. Saville, her present commander. Store Ship. *North Seas*.

**EXPEDITION**, 44 Guns. Built on the River Thames. Length of gun-deck, 140 feet, 3 inches and a half; of keel, 115 feet, 3 inches and a half. Breadth, 38 feet, 6 inches and a half. Depth in hold, 16 feet, 10 inches and a half. Tons, 910, and thirty ninety-fourths. In May 1796 Lieutenant R. Aden was appointed to her. In June 1798, Captain Sir T. Livingstone, who still commands her. Store Ship. Armed en flute. *Long Reach*.

**GORGON**, 44 Guns. Built on the River Thames. Length of gun-deck, 140 feet, 2 inches; of keel, 115 feet, 2 inches. Breadth, 38 feet, 5 inches and a half. Depth in hold, 16 feet, 11 inches. Tons, 911. Commanded in 1793 by Captain C. W. Paterfon. In 1794, Captain J. Wallis. In August 1795 Captain E. Tyrrel was appointed to her. In 1797, Captain J. W. T. Dixon. In January 1798, Captain R. Williams. In July 1799, Captain J. Hill, her present commander. *Lisbon*.

**INDEFATIGABLE**, 44 Guns. Built at Bucklehard, and reduced from a sixty-four in 1764; when Captain Sir Edward Pellew was appointed to her. In March 1799, the Hon. Captain H. Curzon, who still commands her. *Channel*.

**CRESCENT**, 36 Guns. Built at Burfledon. Length of gun-deck, 137 feet, 2 inches and a half; of keel, 112 feet, 10 inches and three eighths. Breadth, 38 feet, 5 inches and a half. Depth in hold, 13 feet, 3 inches and a half. Tons, 837, and eighty-five ninety-fourths. Commanded in 1793 by Sir James Saumarez. In 1795, Captain E. Buller. In January 1797, the Hon. Captain J. Murray. In February 1798, Captain J. W. Spranger. In June, Captain C. Brisbane. In March 1799, Captain W. G. Lobb, her present commander. *West Indies*.

**ANDROMEDA**, 32 Guns. Built at Liverpool. Length of gun-deck, 139 feet; of keel, 106 feet, 9 inches and three quarters. Breadth, 35 feet, 5 inches and a half. Depth in hold, 12 feet, 7 inches. Tons, 714. Commanded in 1793 by Captain J. Salisbury. In 1794, by Captain T. Sotheby. In 1795, by Captain W. Taylor. In March 1799, Captain H. Inman, her present commander, was appointed to her. *Sheerness*.

**DIDO**, 28 Guns. Built at Sandgate. Length of gun-deck, 120 feet, 5 inches; of keel, 99 feet, 3 inches. Breadth, 33 feet, 7 inches. Depth in hold, 11 feet. Tons, 595, forty-nine ninety-fourths. Commanded in 1793 by Capt. Sir C. Hamilton. Afterwards by Captain George Henry Towry, who was succeeded by Captain H. Hotham. In July 1797 Captain D. Preston was appointed to her. In August, Captain E. Marth. *Portsmouth*.

**TISIPHONE**, 20 Guns. A Sloop. Built at Dover. Length of gun-deck, 108 feet, 9 inches; of keel, 90 feet, 6 inches. Breadth, 29 feet, 8 inches and a half. Depth in hold, 9 feet. Tons, 425. Commanded in 1793 by Captain H. Martin. In 1794, by the Hon. C. Elphinstone. In 1795, by Captain J. Turner. In October 1796 Captain J. Wallis was appointed to her. In May, 1797, Captain R. Honeyman. In December 1798, Captain C. Grant, who still commands her. *West Indies*.

**BRISK**, 16 Guns. A Sloop. Built at Sandgate. Length of gun-deck, 101 feet, 2 inches; of keel, 83 feet. Breadth, 27 feet, 9 inches. Depth in hold, 12 feet, 10 inches. Tons, 340. *Portsmouth*.

**FERRET**, 14 Guns. A Sloop. Built at Sandwich. Length of gun-deck, 78 feet, 11 inches; of keel, 60 feet, 8 inches. Breadth, 25 feet. Depth in hold, 10 feet, 10 inches and a half. Tons, 202. Commanded in 1793 by Captain W. Nowell. In January 1795, Captain H. Tookey was appointed to her. In April, Captain G. Byng. In July, C. Ekins. *Deptford*.

1785.

**ST. GEORGE**, 98 Guns. Built at Portsmouth. Length of gun-deck, 177 feet, 6 inches; of keel, 145 feet, 2 inches. Breadth, 50 feet, 3 inches. Depth in hold, 21 feet, 2 inches. Tons, 1950. Commanded in 1793 by Captain T. Foley, with Rear Admiral J. Gell's flag. In 1794 the bore the flag of Vice Admiral Sir Hyde Parker. In April 1796, Captain S. Peard was appointed to her. In June 1798, Captain J. Holloway. In March, Captain S. Edwards, her present commander. *Channel*.

**MAJESTIC**, 74 Guns. Built on the River Thames. Length of gun-deck, 170 feet, 6 inches; of keel, 141 feet. Breadth, 46 feet, 9 inches and a half. Depth in hold, 20 feet, 6 inches. Tons, 1842. Commanded in 1793 by Captain C. Cotton. In January 1795, by Captain G. B. Westcott, with Vice Admiral B. Caldwell's flag; and afterwards Admiral Sir J. Lafone. In September 1798 Captain R. Cuthbert was appointed to her. In July 1799, Captain G. Hope, her present commander. *Plymouth*.

**RAMILIES**, 74 Guns. Built on the River Thames. Length of gun-deck, 170 feet, 4 inches; of keel, 139 feet, 9 inches. Breadth, 47 feet, 6 inches. Depth in hold, 19 feet, 11 inches and a half. Tons, 1677. Commanded in 1793 by Captain H. Harvey. In August 1794, Captain Sir Richard Bickerton. In July, Captain B. S. Rowley. In October 1798, Captain H. Inman. In April 1799, Captain R. Grindall, her present commander. *Spithead*.

**TERRIBLE**, 74 Guns. Built on the River Thames. Length of gun-deck, 170 feet, 7 inches; of keel, 139 feet, 11 inches. Breadth, 47 feet, 6 inches. Depth in hold, 19 feet, 11 inches. Tons, 1679. Commanded in 1793 by Captain S. Lutwidge. In 1794 by Captain G. Campbell. In June 1797, Captain J. Miller. In October, Capt. Sir Richard Bickerton. In March 1799, Captain Jonathan Faulknor. In April, Captain W. Wolfeley, her present commander. *Channel*.

**VICTORIOUS**, 74 Guns. Built on the River Thames. Length of gun-deck, 170 feet, 6 inches; of keel, 139 feet, 10 inches. Breadth, 47 feet, 6 inches and three quarters. Depth in hold, 19 feet, 11 inches and a half. Tons, 1683. Commanded in the beginning of 1794 by Captain Sir John Orde. In January 1795, Captain John Brown. In April Captain W. Clark was appointed to her. *East Indies*.



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- CHICHESTER**, 44 Guns. Built at Itchenor. Length of gun-deck, 140 feet; of keel, 115 feet. Breadth, 38 feet, 4 inches and a half. Depth in hold, 16 feet, 10 inches. Tons, 901. Commanded in 1794 by Captain R. D. Fancourt. In 1797 Captain A. P. Holmes was appointed to her. In March 1798, Captain J. Stevens, her present commander. *Lisbon*.
- REGULUS**, 44 Guns. Built at Northam. Length of gun-deck, 140 feet, 1 inch; of keel, 115 feet, 8 inches and five eighths. Breadth, 38 feet. Depth in hold, 16 feet, 4 inches. Tons, 888. Commanded in 1794 by Captain F. Bowater. In January 1795 Captain G. Oakes was appointed to her. In November 1796, Captain W. Carthew. In July 1798 Captain G. Fowke was appointed to her. In October, Captain G. Eyre. *At Woolwich*.
- WOOLWICH**, 44 Guns. Built at Bursledon. Length of gun-deck, 140 feet; of keel, 115 feet. Breadth, 38 feet, 6 inches. Depth in hold, 16 feet, 9 inches and a quarter. Tons, 967. Commanded in 1793 by Captain J. Parker. In 1795 Captain W. C. Fahie was appointed to her. In May 1796, Captain H. Probyn. In November, Captain D. Dobree. In July 1798, Captain H. Halliday. In October 1799, Captain G. Jardine, her present commander. *Woolwich*.
- MELAMPUS**, 36 Guns. Built at Bristol. Length of gun-deck, 141 feet, 2 inches and a half; of keel, 117 feet, 1 inch. Breadth, 39 feet. Depth in hold, 12 feet, 11 inches. Tons, 947. Commanded in 1793 by Captain J. Coffin. In 1794, by Captain J. Drews; afterwards by Captain T. Wells; and by Captain Sir J. R. Strachan. In October 1796, Captain Graham Moore was appointed to her, and still commands her. *Portsmouth*.
- ROMULUS**, 36 Guns. Built on the River Thames. Length of gun-deck, 137 feet, 2 inches; of keel, 113 feet. Breadth, 38 feet, 3 inches. Depth in hold, 13 feet, 3 inches and a half. Tons, 879. Commanded in 1793 by Captain J. Sutton. In August 1794, Captain G. Hope was appointed to her. In July 1799, Captain J. Culverhouse, her present commander. Armed en flute. *Channel*.
- CASTOR**, 22 Guns. Built at Harwich. Length of gun-deck, 126 feet; of keel, 104 feet. Breadth, 35 feet, 1 inch. Depth in hold, 12 feet, 2 inches. Tons, 604, and seventy-seven ninety-fourths. Commanded in 1793 by Captain T. Troubridge; was captured May 9th, 1794, off Cape Clear, and was retaken on the 29th, near the Lizard, by the *Corysfort*, Captain F. Laforey. Captain Rowley Buteel was appointed to her in 1795. In December 1798, Captain E. L. Gower, who still commands her. *Lisbon*.
- MELEAGER**, 32 Guns. Built on the River Medway. Length of gun-deck, 126 feet; of keel, 104 feet. Breadth, 35 feet, 1 inch and a half. Depth in hold, 12 feet, 2 inches and a half. Tons, 682. Commanded in January 1794, by Captain C. Tyler. In September, Captain W. Cockburn was appointed to her. In February 1799, Captain Charles Ogle, her present commander. *Jamaica*.
- MERMAID**, 32 Guns. Built on the River Medway. Length of gun-deck, 126 feet; of keel, 103 feet, 9 inches and three quarters. Breadth, 35 feet, 5 inches. Depth in hold, 11 feet, 11 inches. Tons, 693. Commanded in 1793 by Captain C. Tyler. In January 1794, Captain J. Trigg was appointed to her. In June, Captain H. Warre. In February 1796, Captain C. S. Davers. In April, Captain R. W. Otway. In September, Captain J. Newman. In April 1799, Captain R. D. Oliver, her present commander. *Mediterranean*.
- SOLEBAY**, 32 Guns. Built on the River Thames. Length of gun-deck, 126 feet, 3 inches and a half; of keel, 104 feet, 5 inches and a half. Breadth, 35 feet, and three quarters of an inch. Depth in hold, 12 feet, 2 inches and a half. Tons, 683, and six ninety-fourths. Commanded in 1793 by Captain W. H. Kelly. In August 1797, Captain S. Poyntz was appointed to her, and still commands her. *Jamaica*.
- TERPSICHORE**, 32 Guns. Built at Mitleythorn. Length of gun-deck, 126 feet; of keel, 103 feet, 11 inches and five eighths. Breadth, 35 feet, 1 inch and a half. Depth in hold, 12 feet, 2 inches. Tons, 682. Commanded in March 1794, by Captain S. Edwards. In September, Captain R. Bowen. In October 1797, Captain W. H. Gage, who still commands her. *Plymouth*.
- HIND**, 28 Guns. Built at Sandgate. Length of gun-deck, 118 feet, 5 inches; of keel, 97 feet, 4 inches. Breadth, 33 feet, 10 inches. Depth in hold, 10 feet, 6 inches. Tons, 592, and fifty-nine ninety-fourths. Commanded in 1793 by the Honourable Alexander Forrester Cochrane. In 1794, by Captain P. C. Durham. In January 1795, Captain R. Lee was appointed to her. In 1796, Captain J. Bazely. In June 1799, Captain J. Larcom, her present commander. *Bahama*.
- LAPWING**, 28 Guns. Built at Dover. Length of gun-deck, 120 feet, 6 inches; of keel, 99 feet, 4 inches and a half. Breadth, 33 feet, 8 inches. Depth in hold, 11 feet. Tons, 597, and eighty-two ninety-fourths. Commanded in 1793 by the Honourable H. Curzon. In 1794, by Captain R. Barton. In January 1798, Captain T. Harvey, her present commander. *West Indies*.
- SQUIRREL**, 24 Guns. Built at Liverpool. Length of gun-deck, 119 feet; of keel, 98 feet, 9 inches and a quarter. Breadth, 32 feet, 9 inches. Depth in hold, 10 feet, 3 inches. Tons, 563. Commanded in 1793 by Captain W. O'Brien Drury. In 1794, by Captain Israel Pelleg. In June 1795, Captain G. Parker was appointed to her. In 1797, Captain T. Hardy. In December 1798, Captain J. Hamblett, her present commander. *Woolwich*.
- SCORPION**, 26 Guns. A Sloop. Built at Shoreham. Length of gun-deck, 101 feet, 6 inches; of keel, 83 feet, 6 inches. Breadth, 27 feet, 8 inches. Depth in hold, 12 feet, 11 inches. Tons, 332. In March 1794 Captain T. Weikert was appointed to her. In 1796, Captain S. Douglass. In September 1797, Captain H. Pine. In March 1798, Captain J. T. Rodd. In September, Captain C. Tinkins, her present commander. *Sheetness*.

1786.

- ROYAL SOVEREIGN**, 100 Guns. Built at Plymouth. Length of gun-deck, 183 feet, 10 inches and a half; of keel, 150 feet, 9 inches and one eighth. Breadth, 52 feet, 1 inch. Depth in hold, 22 feet, 2 inches and a half. Tons, 2175. Commanded in 1793 by Captain H. Nicolls, with Vice Admiral T. Graves's flag. In April 1795 Captain J. Whitby was appointed to her, with Vice Admiral Cornwallis's flag. In October 1796 Captain W. Bedford, with Vice Admiral Sir A. Gardner's flag, which still continues on board her. *Channel*.
- BELLEROPHON**, 74 Guns. Built at Frinsbury. Length of gun-deck, 168 feet; of keel, 138 feet. Breadth, 46 feet, 10 inches and a half. Depth in hold, 19 feet 9 inches. Tons, 1611. Commanded in 1793 by Captain T. Pailey. In 1794, by Captain W. Hope. In 1795, by Lord Cranbourn. In May 1796, Captain J. Loring; and in October, Captain Henry D'Este Darby, her present commander, was appointed to her. *Mediterranean*.
- ELEPHANT**, 74 Guns. Built at Bursledon. Length of gun-deck, 168 feet; of keel, 138 feet, 9 inches and seven eighths. Breadth, 46 feet, 11 inches and a half. Depth in hold, 19 feet, 9 inches. Tons, 1617. *Portsmouth*.
- HANNIBAL**, 74 Guns. Built on the River Thames. Length of gun-deck, 170 feet, 10 inches; of keel, 140 feet. Breadth, 47 feet, 6 inches and three quarters. Depth in hold, 20 feet. Tons, 1685. Commanded in 1793, by Captain J. Colpoys. In 1794, by Captain J. Markham. In January 1796, Captain T. Lewis. In October, Captain E. T. Smith, her present commander, was appointed to her. *Jamaica*.
- SATURN**, 74 Guns. Built at Northam. Length of gun-deck, 168 feet, 2 inches; of keel, 138 feet, 1 inch and a quarter. Breadth, 46 feet, 11 inches. Depth in hold, 19 feet, 10 inches. Tons, 1616. In January 1794



# CHRONOLOGICAL LIST OF THE ROYAL NAVY.

Captain T. Newnham was appointed to her. In August, Captain W. Lechmere, with Vice Admiral G. Vandepot's flag. In 1795, Captain James Douglass. In August 1797, Captain H. Sawyer. In October, Captain J. Waller. In November 1798, Captain T. Totty, who still commands her. *Spithead*.

**ZEALOUS**, 74 Guns. Built on the River Thames. Length of gun-deck, 168 feet, 4 inches; of keel, 138 feet. Breadth, 47 feet, 1 inch. Depth in hold, 19 feet, 9 inches. Tons, 1627. In June 1794, Captain C. Maiba was appointed to her. In June 1795, having hoisted a broad pendant on board her, Captain J. Young was appointed his Captain. In June 1796, Captain S. Hood, who still commands her. *Chatham*.

**DOVER**, 44 Guns. Built at Burfledon. Length of gun-deck, 140 feet; of keel, 114 feet, 9 inches and five eighths. Breadth, 38 feet, 6 inches. Depth in hold, 16 feet, 11 inches. Tons, 905. In September 1795, Lieutenant T. H. Wilson was appointed to her. In 1797, Lieutenant H. Kent, who still commands her. Employed in the transport service. *Gibraltar*.

**SEVERN**, 44 Guns. Built at Bristol. Length of gun-deck, 140 feet, 2 inches; of keel, 115 feet, 1 inch and a half. Breadth, 38 feet, 5 inches. Depth in hold, 16 feet, 10 inches and three quarters. Tons, 904. Commanded in 1793 by Captain P. Minchin. In July 1794, by Captain G. Tripp. In April 1796, Captain T. Weltern. In 1797, Captain T. Boys. In September 1798, Captain W. E. Cracraft was appointed to her. In June 1799, Captain J. Whitney. *Chamel*.

**AQUILON**, 32 Guns. Built on the River Thames. Length of gun-deck, 129 feet, 2 inches; of keel, 107 feet. Breadth, 35 feet, 8 inches. Depth in hold, 12 feet, 7 inches and a half. Tons, 724. Commanded in 1793 by the Honourable Robert Stopford. In July 1794, Captain R. Bailow was appointed to her. In September 1795, Captain W. E. Cracraft. In September 1798, Captain T. Boys, her present commander. *Jamaica*.

**CIRCE**, 28 Guns. Built at Dover. Length of gun-deck, 120 feet, 6 inches and five eighths; of keel, 99 feet, 5 inches. Breadth, 33 feet, 7 inches and three quarters. Depth in hold, 11 feet. Tons, 598. Commanded in 1793 by Captain Joshua Sydney Yorke. In October 1794, Captain P. Halkett was appointed to her. In December 1797, Captain R. Wintthrop, her present commander. *North Sea*.

**ALLIGATOR**, 28 Guns. Built at Sandgate. Length of gun-deck, 120 feet, 6 inches; of keel, 99 feet, 5 inches. Breadth, 33 feet, 7 inches and a half. Depth in hold, 11 feet. Tons, 599, and forty-two ninety-fourths. Commanded in 1793 by Captain J. Attkick. In October 1794, Captain T. Surridge was appointed to her. In January 1795, Captain T. Attkick. *Portsmouth*.

**PLYMOUTH**, 8 Guns. Navy Transport. In 1795 commanded by Lieutenant T. Pope. In October 1796, Lieutenant M. Lee was appointed to her, and still commands her. *Plymouth*.

## 1787.

**CAPTAIN**, 74 Guns. Built on the River Thames. Length of gun-deck, 170 feet; of keel, 140 feet, 5 inches and a half. Breadth, 46 feet, 10 inches. Depth in hold, 20 feet, 6 inches. Tons, 1639. Commanded in 1793 by Captain S. Reeve. In August 1795, Captain J. S. Smith was appointed to her. In October 1796, Captain G. Andrews, with Commodore Horatio Nelson's broad pendant. In January 1797, Captain R. W. Miller. In July, Captain J. Aylmer. In January 1799, Captain G. Bowen. In March, Captain Sir R. J. Strachan, her present commander. *Chamel*.

**EXCELLENT**, 74 Guns. Built at Harwich. Length of gun-deck, 168 feet; of keel, 138 feet. Breadth, 46 feet, 11 inches. Depth in hold, 19 feet, 9 inches. Tons, 1614. Commanded in 1793 by the Honourable W. C. Finch. In May 1794, Captain J. S. Smith was appointed to her. In August, Captain J. Whitney, with Vice Admiral Cornwallis's flag. In October, Captain W. Mitchell. In 1795, Captain C. Collingwood. In July 1799, the Honourable Captain Robert Stopford, her present commander, was appointed to her. *Chamel*.

**SWIFTSURE**, 74 Guns. Built on the River Thames. Length of gun-deck, 168 feet, 9 inches and a half; of keel, 137 feet, 11 inches. Breadth, 47 feet. Depth in hold, 19 feet, 9 inches. Tons, 1621. Commanded in 1793 by Captain C. Boyles. In 1794, Vice Admiral R. Kingmill hoisted his flag in her; and in March 1796, Rear Admiral W. Parker. In April, Captain R. Parker was appointed his captain. In October 1796, Captain Arthur Phillip was appointed to her. In April 1798, Captain B. Hallowell, who still commands her. *Mediterranean*.

**VANGUARD**, 74 Guns. Built at Deptford. Length of gun-deck, 168 feet; of keel, 137 feet, 8 inches and a half. Breadth, 46 feet, 10 inches and a half. Depth in hold, 19 feet, 9 inches. Tons, 1609. Commanded in 1793 by Captain J. Stanhope. In August 1794, Captain C. Sawyer, with Rear Admiral C. Thompson's flag. In 1795, Captain S. Miller was appointed his captain. In December, Captain E. Berry was appointed to her, with Rear Admiral Sir H. Nelson's flag. In October 1798, Captain T. M. Hardy was appointed to her. In August 1799, Captain W. Brown, her present commander. *Portsmouth*.

**VETERAN**, 64 Guns. Built at East Cowes. Length of gun-deck, 160 feet, 4 inches and a quarter; of keel, 131 feet, 3 inches and seven eighths. Breadth, 44 feet, 8 inches and five eighths. Depth in hold, 19 feet, 5 inches. Tons, 1396, and seventy-eight ninety-fourths. Commanded in 1793 by Captain C. E. Nugent. In 1794, by Captain G. Bowen. In 1795, Captain W. Hancock Kelly was appointed to her. In July 1797, Captain A. Guyot. In August, Captain G. Gregory. In March 1798, Captain J. Walker. In June, Captain J. R. Moffat, with Vice Admiral A. Dickson's flag. In February 1799, Captain A. C. Dickson, her present commander. *North Sea*.

**SHERNESS**, 44 Guns. Built at Bucklershard. Length of gun-deck, 140 feet, 3 inches; of keel, 115 feet, 4 inches and a quarter. Breadth, 38 feet, 5 inches. Depth in hold, 16 feet, 10 inches. Tons, 905. Commanded in 1793 by Captain Lord Viscount Garlies. In 1794, by Captain W. G. Fairfax, with Rear Admiral H. Harvey's flag. In April 1795, Captain S. Mackenzie was appointed to her. In November 1796, Captain James Cornwallis. In March 1799, Captain W. Hanwell. In July, Captain J. S. Carden, her present commander. Armed en flute. *Chamel*.

**BLONDE**, 32 Guns. Built at Burfledon. Length of gun-deck, 126 feet, 6 inches; of keel, 104 feet, 2 inches and five eighths. Breadth, 35 feet, 1 inch. Depth in hold, 12 feet, 2 inches. Tons, 682. Commanded in 1794 by Captain J. Markham. In July 1794, Captain W. Luke was appointed to her. In June 1795, Captain W. Pierrepont. In March 1798, Captain D. Dobree. Armed en flute. *Sheerness*.

## 1788.

**ROYAL GEORGE**, 100 Guns. Built at Chatham. Length of gun-deck, 190 feet; of keel, 156 feet, 2 inches and three eighths. Breadth, 52 feet, 5 inches and a half. Depth, 22 feet, 4 inches. Tons, 2286. Commanded in 1793 by Captain W. Domett, with the flag of Vice Admiral Sir Alexander Hood, afterwards Admiral Lord Bridport, who still continues to hoist his flag on board her. *Chamel*.

**GLORY**, 99 Guns. Built at Plymouth. Length of gun-deck, 177 feet, 5 inches; of keel, 145 feet, 5 inches. Breadth, 50 feet, 1 inch and one eighth. Depth in hold, 21 feet, 2 inches. Tons, 1944. Commanded in 1791 by Captain F. Pender. In May 1794, Captain J. Elphinstone was appointed to her, with Rear Admiral G. H. Elphinstone's flag. In August, Captain J. Bourmaier. In January 1795, Captain Alexander

## CHRONOLOGICAL LIST OF THE ROYAL NAVY.

**Gramé.** In September, Captain G. Grey. In December, Captain J. Bowen, with Rear Admiral H. C. Christian's flag. In April 1796, Captain Sir George Home. In 1797, Captain J. Brine. In March 1799, Captain T. Wells was appointed to her, and still commands her. *Channel.*

**PRINCE,** 98 Guns. Built at Woolwich. Length of gun-deck, 177 feet, 6 inches; of keel, 146 feet, 6 inches. Breadth, 49 feet. Depth in hold, 21 feet. Tons, 1871. Commanded in 1793 by Captain C. Collingwood, with Rear Admiral Bowyer's flag. In January 1795, Captain F. Parry was appointed to her. In August, Captain C. P. Hamilton. In November 1796, Captain T. Larcom. In 1797, Rear Admiral Sir Roger Curtis hoisted his flag on board her. In April 1799, Captain S. Sutton, her present captain, was appointed to her, and Rear Admiral Sir C. Cotton hoisted his flag, which still continues on board her. *Channel.*

**DEPTFORD,** 12 Guns. Built on the River Thames. Length of keel, 63 feet, 11 inches and a half. Breadth, 21 feet, 6 inches and a half. Depth in hold, 10 feet, 1 inch. Tons, 158. Commanded at the beginning of the war by Lieutenant R. Wright, her present commander. Employed as a Tender in the Impreg Service. *North Seas.*

### 1789.

**SERPENT,** 16 Guns. A Sloop. Built at Plymouth. Length of gun-deck, 100 feet; of keel, 82 feet, 9 inches and a quarter. Breadth, 27 feet. Depth in hold, 13 feet. Tons, 321. Commanded in 1793 by Captain R. Lee. In September 1795, Captain W. C. Staples was appointed to her. In February 1797, Captain R. Buckoll. In January 1799, Captain T. Roberts, her present commander. *Sheerneck.*

### 1790.

**WINDSOR CASTLE,** 98 Guns. Built at Deptford. Length of gun-deck, 177 feet, 6 inches; of keel, 145 feet, 8 inches, and seven eighths. Breadth, 49 feet, 2 inches. Depth in hold, 21 feet. Tons, 1874. Commanded in 1793 by Captain Sir Thomas Byard, with Vice Admiral P. Cosby's flag. In October 1794 Captain Edward Cooke was appointed to her, with Rear Admiral R. Linzee's flag. In April 1795, Captain J. Gore. In December, Captain E. O'Brien, with Rear Admiral R. Man's flag. In August 1799, Captain J. Manley. In September, Captain J. C. White. In November, Captain A. Bertie, who still commands her. *Channel.*

**BRUNSWICK,** 74 Guns. Built at Deptford. Length of gun-deck, 176 feet, 2 inches and a half; of keel, 145 feet, 3 inches. Breadth, 48 feet, 9 inches. Depth in hold, 19 feet, 6 inches. Tons, 1836. Commanded in 1793 by Captain J. Harvey. In August 1794 Lord C. Fitzgerald was appointed to her. In June, Captain H. Browell, with Rear Admiral R. R. Bligh's flag. In 1797 Captain W. G. Rutherford was appointed his Captain. In April 1799, Captain W. Chilcote, who still commands her. *Jamaica.*

**LEVIATHAN,** 74 Guns. Built at Chatham. Length of gun-deck, 172 feet, 3 inches; of keel, 140 feet, 4 inches. Breadth, 47 feet, 10 inches. Depth in hold, 20 feet, 9 inches. Tons, 1807. Commanded in 1793 by Captain the Hon. Hugh Seymour Conway. In April 1795 Captain J. T. Duckworth was appointed to her; when he hoisted a broad pendant on board her, Captain H. Digby was appointed his Captain. After he had his flag in her Captain J. Carpenter was appointed, and at present continues, to be his Captain. *Mediterranean.*

**FAIRY,** 16 Guns. A Sloop. Built at Sheerness. Length of gun-deck, 96 feet, 7 inches; of keel, 78 feet, 10 inches. Breadth, 26 feet, 9 inches. Depth in hold, 12 feet, 10 inches. Tons, 300. Commanded in 1793 by Captain R. Laforey. In 1794, by Captain R. Bridges. In April 1795 Captain J. Irwin was appointed to her. In January 1797, Captain T. Baker. In July, Captain Joshua Sydney Horton, her present commander. *Channel.*

**TRIAL,** 12 Guns. A Cutter. Built at Plymouth, with three sliding keels. Length of gun-deck, 65 feet; of keel, 50 feet, 3 inches and seven eighths. Breadth, 21 feet, 5 inches. Depth in hold, 7 feet, 2 inches. Tons, 123. Commanded in 1793 by Lieutenant Malbon. In August 1795 Lieutenant J. Duncan was appointed to her. In May 1796, Lieutenant J. Yetts. In March 1797, Captain H. Garrett. In February 1799, Lieutenant J. Downing, her present commander. *Harwich.*

**DEPTFORD,** 8 Guns. In 1795 Lieutenant J. Cowe was appointed to her, and still commands her. *Portsmouth.*

**CHATHAM,** 6 Guns. Tons, 93. Commanded in 1793 by Lieutenant Broughton. In 1794, by Lieutenant Peter Puget. *Chatham.*

**TREPASSEY.** Store Ship. Built at Newfoundland. Length of gun-deck, 44 feet, 7 inches; of keel, 35 feet, 4 inches and five eighths. Breadth, 15 feet. Depth in hold, 8 feet, 4 inches. Tons, 42, thirty-two ninety-fourths. Commanded in 1793 by J. Brenton. In 1794, by Lieutenant R. Kevern. In May 1796, Lieutenant J. Hamstead. *Newfoundland.*

### 1791.

**QUEEN CHARLOTTE,** 100 Guns. Built at Chatham. Length of gun-deck, 190 feet; of keel, 156 feet, 2 inches and three eighths. Breadth, 52 feet, 5 inches and a half. Depth in hold, 23 feet, 4 inches. Tons, 2866. Earl Howe hoisted his flag on board her in 1793. First Captain, Sir Roger Curtis; Second Captain, Hugh Cloberry Christian. In 1794 Captain Sir Andrew Snape Douglas succeeded Captain Christian. In August 1797 Captain J. Elphinstone, with Vice Admiral Lord Keith's flag. In June 1798, Captain J. Irwin, with Vice Admiral Sir C. Thompson's flag. In June 1799 Rear Admiral J. H. Whitshed hoisted his flag on board her. In October Vice Admiral Lord Keith hoisted his flag, and Captain A. Todd was appointed to her.

**BEAULIEU,** 40 Guns. Built at Bucklershard. Length of gun-deck, 147 feet, 3 inches; of keel, 122 feet, 10 inches and five eighths. Breadth, 39 feet, 6 inches. Depth in hold, 15 feet, 2 inches and five eighths. Tons, 1020. Commanded by the Earl of Northesk in 1793, and by Captain J. Salisbury. In 1794, by Captain E. Riou. In September 1795, by Captain H. W. Baynton. In December, by Captain F. Laforey. In 1796, by Captain L. Skjæner. In August 1797, Captain F. Fayerman, who still commands her. *Channel.*

**MARTIN,** 16 Guns. A Sloop. Built at Woolwich. Length of gun-deck, 100 feet, 8 inches and a half of keel, 83 feet, 6 inches and three quarters. Breadth, 27 feet, 2 inches and a half. Depth in hold, 12 feet, 10 inches and a half. Tons, 329. Commanded in 1793 by Captain R. Lane. Early in 1795, by Captain C. Garnier. In April, by Captain W. G. Lobb. In December 1795, by Captain S. Sutton. In August 1797, the Honourable C. Paget. In December, Captain W. Renton. In April 1799, the Honourable Captain M. St. Clair, her present commander. *North Seas.*

**BATTLESNAKE,** 16 Guns. Built at Chatham. Length of gun-deck, 100 feet; of keel, 83 feet, 1 inch and a half. Breadth, 27 feet, 2 inches. Depth in hold, 13 feet. Tons, 326. Commanded in 1793 by Captain A. Mouar. In 1794, by Captain J. W. Spranger. In January 1796 Captain E. Ramage was appointed to her. In March 1797, Captain J. Gardiner. In September, Captain W. Durban. In December, Captain J. Stevens. In February 1798, Captain W. Granger. In June 1799, Captain S. Gooch. *Cape of Good Hope.*

(To be concluded in our next.)

*BIOGRAPHICAL MEMOIR OF THE LATE*  
**ADMIRAL SIR JOHN MOORE, BART. K. B.**

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Behold I see the Haven nigh at hand,  
To which I meane my wearie course to bend;  
Vere the maine Shete, and beare up with the land,  
The which afore is fayrly to be kend,  
And seemeth safe from Storms, that may offend.      SPENSER.

**I**N retracing the brilliant achievements of former wars, we frequently meet with officers whom the various incidents of life have had a tendency to render particularly interesting; and whilst we pursue the narrative that records their history, they seem in the mind's eye to move before us:—"The ghosts of those he sang," says Ossian, "came in the rustling blasts! they were seen to bend with joy towards the sound of their praise."

Mr. J. Moore was born on the 24th of March, in the year 1718. His father was the second son of Henry Earl of Drogheda, since created a Marquis. Mr. Moore's mother, Catherine, was the daughter of Sir Thomas Knatchbull, Bart. and the widow of Admiral Sir George Rooke. Their family, besides the object of the present Memoir, consisted of two sons: Henry, the eldest of the children, was struck at Cambridge whilst engaged in playing at tennis, and died on the spot: a monument was erected to his memory in the chapel of his college, Catherine Hall. The other son, Thomas, was a clergyman. Mary, who was the only daughter, married Dr. Pulteney Forester, Chancellor of Lincoln, and Prebend of St. Paul's. This worthy and most amiable woman survived the rest of the family, and died full of years and benevolence during the spring of 1799. One who followed her to the grave, and who received the following particulars of her gallant brother from herself, hopes to be allowed to pay this tribute to her memory:

MORNA! CALM IS THY SLEEP IN THE CAVE OF THE  
ROCK! THOU HAST FALLEN IN DARKNESS LIKE A STAR,  
THAT SHOOTS ATHWART THE DESART, WHEN THE TRA-  
VELLER IS ALONE, AND MOURNS THE TRANSIENT BEAM!



Mr. Moore received his education in a grammar-school at Whitchurch, in Shropshire; and though his ancestors before him had followed the military profession, early discovered a strong bent and inclination for the British Navy. His father had taken an house near Newmarket, the garden of which was bounded by the river. The sole pleasure of his son consisted in boarding the various lighters as they passed; and though he had not yet attained his tenth year, he particularly endeared himself to the bargemen, by the spirit and earnestness he displayed: they suffered his Lilliputian navy to ride unmolested at their moorings, and would often assist him with such stores for their equipment as he could not otherwise have procured.

The tenderness of his mother, who, from her former marriage with Sir George Rooke, was well acquainted with the hardships and perils of the Navy, induced her to check the early propensity of her son; but all entreaty or remonstrance was in vain. The perusal of Sir George's Life had called forth the character of the young mariner; he therefore earnestly entreated to be sent to sea, and accordingly embarked when only ten years of age, with Captain Reddish\*; under whom he continued for some time, and experienced from him the greatest marks of friendly attention.

Mr. Moore afterwards served as Midshipman on board the Shoreham and Torrington; and, on being advanced Lieutenant, was appointed to the Lancaster. The Lords Rockingham and Winchelsea, who were his relations, rendered him, at this early period of life, essential service; and, by their patronage, enabled him to overcome those difficulties which are thickly scattered in the avenues to fame, to try and prove the mind that dares to rise. Mr. Moore's character at this

\* There were two officers, brothers, of this name in the Navy, nor can we determine, which of them was the one here mentioned.—Captain Edward Reddish in April 1728, returned from Gibraltar, where he had been sent in the Preston 54 guns, to join Sir Charles Wager; and afterwards in April 1729, was appointed to the Lion, 60 guns, a Ship he had previously commanded. He died in August, 1736, then Captain of the Princess Amelia, 80 guns. Captain Henry Reddish, was in 1727-8, during the month of January, appointed to the Experiment. He died in London during the year 1742.



period is described to us as displaying a bold, open disposition, heightened with a cheerful mind, that suffered no disappointment to affect it. His attention was constantly fixed on his profession: whatever he read, observed, or conversed about, the British Navy was the object he had continually before him; and by associating, as much as possible, with officers who were older, and of rank superior to his own, he acquired an energy and experience above his years.

During the period of his continuing a Lieutenant, from some mistake, he received a shot from a sentry in one of the Ships, whilst on duty at night rowing guard; owing to which Lieutenant Moore had nearly lost his sight, and never entirely recovered it: in consequence of this accident, the custom of rowing guard was for some time discontinued.

Having served as Lieutenant in the *Namur*, Admiral Matthews, and completed his time, Mr. Moore returned in the *Lenox* to England, and was soon advanced Commander, through the interest of his relation Lord Winchelsea.

On the 24th of December, (1743) Captain Moore, having been advanced to Post Rank, accompanied \* Captain Curtis

\* This distinguished officer served as Lieutenant under Sir Charles Wager in 1726. He was advanced Post, on the 26th of January, 1731, and appointed to the *Biddeford* frigate. He served under Admiral Lestock, in the *Dragon*, 60 guns, during which time some spirited letters passed between them, in consequence of the following order which Captain Barnet received from the Admiral.

“CAPTAIN HODSOLL,

“Go to the *Lenox*, *Nassau*, *Royal Oak*, *Romney*, and *Dragon*, tell them I am the centre from whence the line of battle is to be formed; and if any Ship, or Ships, cannot get into their stations, I am to find remedy for that, but those who can, and do not get into their stations, are blameable; and that a line of battle is not to be trifled with, nor misunderstood. Go with this yourself to the several Captains, from Sir,

Your most humble Servant,

*Neptune, at Sea, 14th April, 1742.*

RICHARD LESTOCK.

“P. S. An enemy in sight would not admit of this deliberation.”

*Captain BARNET's Answer.*

“I thought that all the Ships of a fleet, or squadron, were to sail in proper divisions. I have heard and read of divisions getting late into the line, not in time to have any part in the action; but never knew till now that it was my duty to leave the flag, or officer representing one, in whose division I am

Barnet in the *Diamond*, who had been appointed Commodore of a squadron destined for the East Indies: the Directors of the East India Company being apprehensive, that the Company's settlements in that quarter, would be endangered, should the French obtain a superiority in their naval force on that station. Commodore Barnet \* sailed from Spithead on the 5th of May; and anchored with his squadron in Port Praya Bay, in the Island of St. Jago, on the 26th.

The Commodore having asserted the neutrality of Port Praya †, and chastised the conduct of the Captain of a Spanish privateer who had violated it, proceeded to his station, touching at the Island of Madagascar to take in water and provisions. The French at this time had only one Ship of fifty guns in the Indian seas. A plan being formed for intercepting the French Ships on their return from China, Commodore Barnet on leaving Madagascar divided his squadron into two parts—the *Deptford* and *Preston* proceeded to the Straits of Sunda, and thence into those of Banca; whilst the *Medway* and *Diamond* made for the Straits of Malacca.

Having followed the example of the Commodore, in

without a particular order, or signal: I therefore kept my station in the division, not with a design to trifle with the line of battle. I am, &c.

“C. BARNET.”

This produced an angry reply from Mr. Lestock.—Captain Barnet died in the East Indies, April 29, 1746.

\* His Squadron consisted of the following Ships:

|          |     | <i>Guns.</i> | <i>Men.</i> |                                                                                                      |
|----------|-----|--------------|-------------|------------------------------------------------------------------------------------------------------|
| Deptford | - - | 60           | 415         | { Curtis Barnet, Commodore.<br>Capt. J. Philippon.<br>Ed Peyton.<br>Earl of Northesk.<br>John Moore. |
| Medway   | - - | 60           | 400         |                                                                                                      |
| Preston  | - - | 50           | 300         |                                                                                                      |
| Diamond  | - - | 20           | 120         |                                                                                                      |

† Beatson's Naval Memoirs, vol. i. page 176.—In concluding his account of this transaction, Mr. Beatson adds—“This is mentioned chiefly with a view to point out the respect, which the British officers pay to the Law of Nations in taking the greatest care to avoid being the first aggressors in a neutral port; though in the course of these Memoirs, we shall have occasion to remark, that this is not the first time that the enemies of Great Britain have violated the neutrality of Port Praya.”

disguising their Ships so as to resemble Dutchmen, the Medway and Diamond in their way to their station, stopped at Achen \*, the most considerable port at the west end of the Island of Sumatra. Captains Peyton and Moore, here captured a large French privateer, fitted out by the East India Company at Pondicherry: and on arriving in the Straits of Malacca, took a French Ship from Manilla, that had on board seventy-two chests of dollars containing 3000 each; and two chests of gold, alone worth 30,000*l*. They soon afterwards heard of the success † of the Commodore, from a Swedish vessel; and having brought their prizes in safety to the general rendezvous at Batavia, sailed for Madrass, where they arrived in July: the French privateer that was taken by the Captains Peyton and Moore, was afterwards purchased into the service, and made a forty-gun Ship, with the name of the Medway's Prize.

During the above separation of the Ships, on the 30th of March, 1745, Captain John Philipson of the Deptford died, and was succeeded by Captain J Moore. He by this means was placed under the immediate eye of the Commodore, who had the greatest opinion of this officer's abilities, and who, in consequence, prior to their leaving England, had requested him to attend the expedition. In consequence of the intrigues of M. Duplex, the Governor General of the French Settlements in India, with the Nabob Anwar Adean Khan, the bold designs of the Commodore were completely frustrated: dreading his well-known activity, as affecting the fortune of Pondicherry, M. Duplex set every engine to work, and caused the following imperious answer to be returned by the Nabob, to the respectful remonstrance of the British Governor and Council—*That all officers of the British*

\* The harbour will contain any number of the largest Ships; it has from seven to eight fathoms at high water: and from five to six at low water.

† On the 25th of January, 1745, Commodore Barnet fell in with and captured three large French Ships, after a gallant action on both sides, in the Straits of Banca: the Dauphin, Capt. Butler; the Hercule, Capt. Dufrein; and the Jason, Captain Delametric; each Ship was about 700 tons, mounted 30 guns, with 150 men. The Commodore sold his prize to the Dutch for 80,000*l*.

nation, who came on the coast of Coromandel, were equally obliged to respect the Government in the Carnatic; and if Commodore Barnet with his squadron, should presume to act contrary to the orders he had now given, the town of Madras should atone for his will being disobeyed. In consequence of this insolence, which, thanks to the good genius of our Country, there is no likelihood of being renewed in the present day, the brave Commodore was obliged to content himself with sending a fifty-gun Ship to cruise at the mouth of the Ganges, near Balasore, where she made many prizes.

Previous to the death of Commodore Barnet on the 29th of April, 1746, in the prime of life, (in whom his country experienced a severe loss just as the French were preparing at their islands to sail for the coast of Coromandel;) it being found necessary to send the Deptford and Diamond to England, Captain Moore returned home in the former\*.

Captain Moore returned to England to fight under the immediate auspices of Rear Admiral Hawke; being soon after his arrival from the East Indies appointed Captain of the Devonshire, 66 guns. Our Government having received information, that the French had collected in Basque Road, a very large fleet of merchant Ships, bound for the West Indies, and that a strong squadron of ships of war had sailed from Brest to escort them; the Admiralty sent Rear Admiral Hawke to sea, (August the 9th, 1747,) with fourteen† sail of

\* Commodore Barnet was succeeded in command by Captain Peyton, whose Squadron consisted of

|                | Guns.  | Men. |                                             |
|----------------|--------|------|---------------------------------------------|
| Medway         | - - 60 | 400  | { Ed. Peyton, Commodore.<br>Capt. Rosewell. |
| Preston        | - - 50 | 300  |                                             |
| Winchester     | - - 50 | 300  | George Earl of Northesk.                    |
| Harwich        | - - 50 | 300  | Lord Thomas Bertie.                         |
| Medway's Prize | - 40   | 240  | Philip Carteret.                            |
| Lively         | - - 20 | 120  | Thomas Griffin.                             |
|                |        |      | Nath. Stevens.                              |

† Squadron under the command of Rear Admiral Edward Hawke.

|            | Guns.    |                                               |
|------------|----------|-----------------------------------------------|
| Devonshire | - - - 66 | { Rear Admiral E. Hawke.<br>Capt. John Moore. |
| Kent       | - - - 64 |                                               |
|            |          | Thomas Fox.                                   |



the line, and some frigates. The enemy sailed from the Isle of Aix on the seventh of October O. S. and the same day came to an anchor in Rochelle Road; the succeeding morning \* they pursued their voyage, and were all captured by our brave mariners, except *Le Tonnant* and *L'Intrepide*.

As Captain Moore particularly distinguished himself on this occasion, and received in consequence the warm commendation of his Commander, we shall subjoin Rear Admiral Hawke's official letter.

*Admiralty Office, October 26, 1747.*

October the fourteenth, at seven in the morning, being in latitude 47° 49' N. and long. from Cape Finisterre 1° 2' W. the Edinburgh made the signal for seven sail in the S. E. quarter. I immediately made the signal for all the fleet to chase. About eight we saw a great number of ships, but so crowded that we could not count them. At



*Guns.*

|                 |   |   |   |    |                        |
|-----------------|---|---|---|----|------------------------|
| Edinburgh       | - | - | - | 70 | Captain Thomas Cotes.  |
| Yarmouth        | - | - | - | 64 | Charles Saunders.      |
| Monmouth        | - | - | - | 64 | Henry Harrison.        |
| Princess Louisa | - | - | - | 60 | Charles Watson.        |
| Windsor         | - | - | - | 60 | Thomas Hanway.         |
| Lyon            | - | - | - | 60 | Arthur Scott.          |
| Tilbury         | - | - | - | 60 | Robert Harland.        |
| Nottingham      | - | - | - | 60 | Philip Saumarez.       |
| Defiance        | - | - | - | 60 | John Bentley.          |
| Eagle           | - | - | - | 60 | George Bridges Rodney. |
| Gloucester      | - | - | - | 50 | Philip Durell.         |
| Portland        | - | - | - | 50 | Charles Stevens.       |

\* Of these fourteen Captains, two were successively made Commissioners of the Yard at Chatham, and ten attained the rank of Admirals.

\* The French squadron consisted of

*Guns. Men.*

|             |   |    |     |                                    |
|-------------|---|----|-----|------------------------------------|
| Le Tonnant  | - | 80 | 822 | { M. de Letendeur, Chef d'Escadre. |
| L'Intrepide | - | 74 | 686 | { Capt. M. du Chaffaut.            |
| Le Terrible | - | 74 | 686 | Count de Vaudreuil.                |
| Le Monarch  | - | 74 | 686 | Count de Guay.                     |
| Le Neptune  | - | 70 | 686 | M. de Bedoyerre.                   |
| Le Trident  | - | 64 | 650 | M. de Fromentiere.                 |
| Le Fougueux | - | 64 | 650 | M. D'Amblimont.                    |
| Le Severn   | - | 56 | 550 | M. Duvigneau.                      |
|             |   |    |     | M. Durouret.                       |

The French Commander had also another ship, *The Contens*, 60 guns, and 500 men, belonging to the East India Company; and many frigates from 36 guns downwards.

ten made the signal for the line of battle ahead. The *Louisa* being the headmost and weathermost Ship, made the signal for discovering eleven sail of the enemy's line of battle Ships. Half an hour after, Captain Fox of the *Kent* hailed us, and said they counted twelve very large Ships. Soon after I perceived the enemy's convoy to crowd away, with all the sail they could set, whilst their Ships of war were endeavouring to form in a line astern of them, and hauled near the wind under their topsails and foresails, and some with top-gallant sails set. Finding we *lost time in forming our line*, while the enemy was standing away from us, at eleven made the signal for the whole squadron to chase \*. Half an hour after, observing our head-most Ships to be within a proper distance, I made the signal to engage, which was immediately obeyed. The *Lyon*, and *Princess Louisa*, began the engagement, and were followed by the rest of the squadron as they could come up, and went from rear to van. The enemy having the weather-gage of us, and a smart and constant fire being kept on both sides, the smoke prevented my seeing the number of the enemy, or what happened on either side for some time. In passing on to the first Ship we could get near, we received many fires at a distance, till we came close to the *Severn* of 50 guns, whom we soon silenced, and left to be taken up by the frigate astern: then perceiving the *Eagle* and *Edinburgh*, who had lost her fore-top-mast, engaged, we kept our wind as close as possible in order to assist them. This attempt was frustrated by the *Eagle's* falling twice on board us, having had her wheel shot to pieces, and all the men at it killed, and all her braces and bowlings gone: this drove us to leeward, and prevented our attacking *Le Monarque* of 74, and the *Tonnant* of 80 guns, within any distance to do execution however we attempted both, especially the latter—while we were engaged with her, the breeching of all our lower deck guns broke, and the guns flew fore and aft, which obliged us to shoot ahead, for our upper and quarter deck guns could not reach her. Captain Harland in the *Tilbury*, observing that she fired single guns at us, in order to dismast us, stood on the other tack between her and the *Devonshire*, and gave her a very smart fire. By the time the new breechings were all seized, I was got almost alongside the *Trident* of 64 guns, whom I engaged as soon as possible, and silenced by as brisk a fire as I could make. Just before I attacked her, observing the *Kent*, which seemed to have little or no damage, at some distance astern of the *Tonnant*, I flung out Captain Fox's pendant to make sail ahead to engage her, as I saw it was in his power to get close up with her, she being somewhat disabled, having lost her main-top mast. Seeing some of our Ships at

\* This Admiral's conduct, and also Admiral Anson's on the 3d of May 1747, seems to justify that of Admiral Mathews in not staying for a line of battle.

that time not so closely engaged as I could have wished, and not being well able to distinguish who they were, I flung out the signal for coming to a closer engagement. Soon after I got along side within musquet shot of the *Terrible* of 74 guns, and 700 men. Near seven at night she called out for quarters.

Thus far I have been particular with regard to the share the Devonshire bore in the action of that day. As to the *other* ships, as far as fell within my notice, their Commanders, Officers, and companies, behaved with the greatest spirit and resolution, in every respect like *Englishmen*. Only I am sorry to acquaint their Lordships, that I must except Captain Fox, whose conduct on that day I beg they would give directions for enquiring into at a court martial.

Having observed that six of the enemy's ships had struck, and it being very dark, and our own ships dispersed, I thought it best to bring to for that night; and seeing a great firing a long way astern of me, I was in hopes to have seen more of the enemy's ships taken in the morning; but, instead of that, I received the melancholy accounts of Captain Saumarez's being killed, and that the *Ionian* had escaped in the night, by the assistance of the *Intrepide*; who by having the wind of our ships, had received no damage that I could perceive.—Immediately I called a council of war.

As to the French Convoy's escaping, it was not possible for me to detach any ships after them at first, or during the action, except the frigates; and that I thought would have been imprudent, as I observed several large ships of war among them; and to confirm me in this opinion, I have since learnt that they had the *Content* of 64 guns, and many frigates from 36 guns downwards; however I took a step which seemed to me the most probable to intercept them; for as soon as I could man and victual the *Weazel* sloop, I detached her, with an express to Commodore Legge.

As the enemy's ships were large, except the *Severn*, they took a good deal of drubbing, and lost all their masts, except two, who had their foremasts left; this has obliged me to lie these two days past, in order to put them in condition to be brought into port, as well as our own, who have suffered greatly\*.

*I have sent this express by Captain Moore, of the Devonshire, in the Hector; and it would be doing great injustice to merit, not to say, that he signalized himself greatly in the action.*

\* The Admiral, having observed a Dutch ship off Finisterre, ordered her to be followed; and after three days she led him (as he guessed) to the French Fleet.

Every exertion that was possible had been made by the Captains Saunders, Saumarez, and Rodney \*, to prevent the *Tonnant* and *Intrepide* from making their escape: but their brave spirit was called forth in vain, being attended with the loss of that heroic, and ever to be lamented Officer Capt. Saumarez †, of the *Nottingham*.—As soon as it grew dark, the Admiral brought his fleet to for the night: and it being decided by the council of war, which was called the next morning, that it would be imprudent to send any of the Ships in pursuit of the convoy, the *Weazel* sloop was dispatched to Commodore Legge at the *Lecward Islands*, that he might use every pos-

\* Some account of this gallant action was given in our Biographical Memoir of Lord Rodney, Vol. I. page 355.

† Captain Philip Saumarez was one of the Lieutenants of the *Centurion* under Mr. Anson, at which period he had served fourteen years in the Navy. He was appointed Commander of the celebrated prize the *Manilla Galleon*; his commission bearing date June 21, 1743. His next Ship was the *Sandwich*, a second rate. The virtues and high character of this illustrious Seaman are inherited by the present Sir James Saumarez, who has so much distinguished himself during the present war, and is we believe his grandson. A monument was erected by the relations of Captain Philip Saumarez in Westminster Abbey with this inscription:

#### ORBE CIRCUMCINTO.

*Sacred to the memory of Philip De Saumarez, Esq. one of the few whose lives ought rather to be measured by their actions than their days. From sixteen to thirty-seven years of age he served in the Navy; and was often surrounded with dangers and difficulties unparalleled; always approving himself an able, active, and gallant Officer. He went out a Lieutenant on board His Majesty's Ship the Centurion, under the auspicious conduct of Commodore Anson. in his expedition to the South Sea; he was commanding Officer of the said ship when she was driven from her moorings at the Island of Timian.*

*In the year (1746) being Captain of the Nottingham, a 60 gun Ship, he then alone attacked and took the Mary, a French Ship of 64 guns. In the first engagement the following year, when Admiral Anson defeated and took a squadron of French men of war, and Indiamen, he had an honourable share; and in the second under Admiral Hawke, when the enemy after an obstinate resistance was again routed, in pursuing two Ships that were making their escape, he gloriously but unfortunately fell.*

*He was the Son of Matthew de Saumarez, of the Island of Guernsey, Esq. by Ann Durell, of the Island of Jersey, his wife.*

*He was born November 17, 1710; killed October 14, 1747;*

*Buried in the old Church at Plymouth,*

*With all the honours due to his distinguished merits;*

*And this Monument is erected out of*

*Gratitude and Affection*

*By his Brothers and Sisters.*



sible means to fall in with the French merchant Ships; and in consequence of this, many of them were taken.

Admiral Hawke arrived with his prizes at Portsmouth, on the thirty-first of October, all of which, except the Neptune, were purchased, and added to the British Navy. The French Gazette, in detailing an account of this action, was guilty of that exaggeration, which their national vanity so often leads them to indulge in. Their Captains however certainly behaved with great spirit, and evinced considerable judgment in their manœuvres. The loss of the British amounted to one hundred and fifty-four men killed, and five hundred and fifty-eight wounded.

Captain Moore, who brought home the first intelligence of this glorious victory, received the usual present from his Sovereign of five hundred pounds.—This Officer was also Captain under Sir Peter Warren for nearly two years; but we are not able to ascertain, whether it was prior or subsequent to the above event: such was the esteem which Sir Peter Warren had for Captain Moore, that he appointed him his executor. In the year 1749 he was appointed to the Monmouth, 70 guns; during the peace he commanded for a time the William and Mary yacht; and in the month of April 1756 was re-appointed to his old Ship the Devonshire.

Throughout the painful and perplexing days of Admiral Byng's trial, which commenced on board the St. George in Portsmouth Harbour, Tuesday, Dec. 28, 1756, and which history holds up as a beacon to posterity; Capt. Moore, who was one of the Members of the Court Martial\*, displayed great clearness of mind and independence of spirit. Owing to the various people who attended, the crowd was so great, that although the ground was then covered with snow, the sides of

\* Thomas Smith, Esq. Vice-Admiral of the Red, President.

Admirals Holburne,

Norris,

Broderick,

Captains Holmes,

Geary,

Boyce,

Captains Moore,

Simcoe,

Douglass,

Bentley,

Keppel,

Dennis.

the cabin of the *St. George* ran down with dew. Captain Moore watched the evidence of the different witnesses with the most unwearied attention; and towards the close of the tenth day became so exhausted with anxiety and fatigue, that he desired the Court might be cleared for a short time: in consequence of which they adjourned to the next day.\*

When the sentence of the Court was transmitted to the Lords Commissioners of the Admiralty, it was accompanied with the following representation:

*To the Right Honourable the Lords Commissioners for executing the Office of Lord High Admiral of Great Britain, &c.*

We the underwritten, the President and Members of the Court Martial assembled for the trial of Admiral Byng, believe it unnecessary to inform your Lordships, that, in the whole course of this long trial, we have done our utmost endeavours to come at truths, and to do the strictest justice to our Country, and the Prisoner; but we cannot help laying the distresses of our minds before your Lordships on this occasion, in finding ourselves under the necessity of condemning a man to death, from the great severity of the 12th article of war; part of which he falls under, and which admits of no mitigation, even if the crime should be committed by an error in judgment only; and therefore, for our conscience's sake, as well as in justice to the prisoner, we pray your Lordships, in the most earnest manner, to recommend him to his Majesty's clemency.—We are, &c.

*St. George, Portsmouth Harbour, January 27, 1759.*

In consequence of this representation, their Lordships petitioned the King for the opinion of the twelve Judges\*, as to the legality of the sentence; which they having considered, together with the twelfth article therein referred to, were unanimously of opinion that the Sentence was legal.

A further attempt was however made to save Admiral Byng. Captain Moore was one of the Members of the Court Martial who on this occasion petitioned Parliament to be released from their oath of secrecy. On the twenty sixth of February the following message was presented to the Commons by Mr. Secretary Pitt, and read by the Speaker.

\* Mansfield. J. Willes. T. Parker. T. Dennison. M. Foster. E. Clive. Tho. Birch. H. Legge. S. S. Smythe. Rich. Adams. Hen. Bathurst. J. E. Wilmot.

## GEORGE R.

His Majesty, agreeably to his Royal Word, for the sake of justice, and of example to the discipline of the Navy, and for the safety and honour of the nation, was determined to have let the law take its course with relation to Admiral Byng, as upon Monday next; and resisted all solicitations to the contrary.

But being informed that a Member of the House of Commons, who was a Member of the Court Martial which tried the said Admiral, has, in his place, applied to the House in behalf of himself and several other Members of the said Court, praying the aid of Parliament to be released from the oath of secrecy imposed on Courts Martial; in order to disclose the grounds whereon sentence of death passed on the said Admiral, the result of which discovery may shew the Sentence to be improper; his Majesty has thought fit to respite the execution of the same, in order that there may be an opportunity of knowing, by the separate examination of the Members of the said Court, upon oath, what ground there is for the above suggestion.

His Majesty is determined still to let this Sentence be carried into execution, unless it shall appear from the said examination, that Admiral Byng was unjustly condemned.

G. R.

The same day, on a motion made to the Commons \*, so much of the afore-mentioned Act, 22 George II. as relates to the oath of secrecy was read; leave was given to bring in a bill, to release from the obligation of that oath, the Members of the Court Martial appointed for the trial of Admiral Byng, pursuant to the exception contained in the oath. Mr. Potter, and Sir Francis Dashwood, were ordered to prepare and bring in the bill. Mr. Potter presented it; it was read a first and second time, and committed; the report was made, and the bill was ordered to be engrossed. It was passed on the twenty-eighth, and ordered to the Lords by Mr. Potter.

After the second reading of the bill in the House of Lords had been agreed to, the Lords were ordered to be summoned: all the Members of the Court Martial were ordered to attend in order to be examined. As three of them, Captains Keppel, Douglas, and Dennis, were members of the other House, leave was asked for, and granted by the Commons, for their attendance. Such of the Judges as were in town, were likewise ordered to attend.

The bill was read a second time on the second of March; and it was agreed, that the several persons to be examined should be called in separately, and examined on oath; that the questions and answers

should be taken down in writing by the clerk at the bar ; and that the oath of secrecy directed by the Act 22 George II. should be previously read to each.

*Vice-Admiral Smith* was called first. After reading the oath of secrecy, the twelfth article of the Act 22 George II. was read. Then it was proposed, that the Vice-Admiral should be asked—*Whether he now thinks, or, as far as he can recollect, ever did think, that he could have applied any part of that article to a man whose conduct he thought proceeded from error in judgment only ?* which being objected to, the question, after debate, was waved for that time.

Four questions were then put to the Vice-Admiral ; and they were repeated upon the examination of every other Member of the Court Martial.

1. *Whether you know any matter that passed, previous to the sentence pronounced upon Admiral Byng, which may show that sentence to be unjust ?*

2. *Whether you know any matter that passed previous to the said sentence, which may shew that sentence to have been given through any practice or motive ?*

3. *Whether you are desirous that the bill, now under the consideration of the House, for dispensing with the oath of secrecy, should pass into a law ?*

4. *Whether you are of opinion, that you have any particulars to reveal, relative to the case of, and the sentence passed upon, Admiral Byng, which you judge necessary for his Majesty's information, and which you think likely to incline his Majesty to Mercy ?*

The first question was answered in the negative by them all, except Rear-Admiral Norris : his answer to it was—I beg to be excused answering to that question, while I am under the oath of secrecy.—Then the following question was proposed to be put to him, viz. *Whether have you any matter to disclose that would shew the Sentence to be unjust, if you was released from the oath of secrecy ?* Which was objected to, but was put after debate. He answered—*No*.

The second question was answered in the negative by them all.

The third question was answered in the negative by Vice-Admiral Smith ; Rear-Admirals Holburne and Broderick ; and Captains Holmes, Geary, Boys, Simcoe, Douglass, Bentley, and Dennis. The answers of eight of these ten were simply negative. Those of the other two follow, viz. Vice-Admiral Smith's. *As for myself, I have no desire of it ; but if it will be a relief to the consciences of any of my brethren, it will not be disagreeable to me*.—Captain Geary's. *No, my Lords ! but I have no objection if it will be to the satisfaction of any person*.—Three answered to this question in the affirmative, as follows, viz. Rear-Admiral



Norris. *Yes!*—CAPTAIN MOORE. *I am very desirous it should, that I might be absolved from the oath. I have been under great concern when I have taken the oath: I don't mean upon this trial. Captain Keppel. Yes, undoubtedly.*

To the fourth question, Rear-Admirals Holburne and Broderick; and Captains Boys, Simcoe, Douglass, Bentley, and Dennis, answered in the negative simply. The answers of the other six follow, with suppletory questions put to some of them, and their answers.

Vice-Admiral Smith. *I have not, indeed, further than as I wrote, what seemed to be at that time the sense of the whole Court, to a right honourable member of this House (Lord Lyttelton) signifying, that if it was necessary, the Members would willingly attend, to set forth the reasons that induced them to recommend him to his Majesty's mercy.*

Q. Whether you think yourself restrained by your oath of secrecy, from laying before his Majesty those matters for inducing his Majesty's mercy, which are mentioned or referred to in that letter to my Lord Lyttelton?

A. *As the sentence, and application for his Majesty's mercy, were the unanimous resolutions of the Court, I apprehend that I am at liberty to give the reasons why I requested that mercy.*

Rear-Admiral Norris. *I must beg leave not to answer to that question.*

After Admiral Broderick and Captain Holmes were examined, the House being informed that Admiral Norris was willing to answer to the question, he was called in again, and the question put. He answered. *At the time I said I was desirous the act should take place, I understood that we should have an opportunity of delivering our particular reasons for signing the sentence, and letter of recommendation.*

Captain Holmes. *I know nothing more but the sentence, and the letter which all the gentlemen signed at the Admiralty.*

Captain Geary. *No, my Lords! nothing but what I have signed to, by the sentence and letter of recommendation.*

Q. *Whether if the Act was passed, you could better explain that sentence and letter, than you are now able?*

Captain Geary. *My oath of secrecy won't permit me to say any more.*

Q. Whether you think by your oath of secrecy, you are restrained from disclosing any thing, but the vote, and opinion of the Members?

Captain Geary. *I am one of the Members; and I humbly beg leave to think it my own opinion.*

Captain Moore. *I do not think myself at liberty, while I am under this Oath, to answer the question.*

Q. Whether, if this Bill was passed, you could better explain the sentence, and letter of recommendation, than you are now able?

Captain Moore. *I could give better information, what were my motives for signing that sentence and letter.*

Captain Keppel. *I think that I cannot answer that question, without particularising the reasons for my vote, and opinion.*

Q. Do you understand that these particular reasons are asked now?

Captain Keppel. *No.*

Then the several examinations were read by the Clerk; and upon a motion for that purpose, the Bill was ordered to be rejected.

It was an extraordinary circumstance, that Adm. Osborne, who had married the sister of Admiral Byng, was one of the Admirals appointed to attend his death: it is perhaps unnecessary to add that he was excused. Previous to this melancholy event, Admiral Osborne's sister, in a state of mind that bordered on madness, waited on Captain Moore: it was with great difficulty she procured admittance, as the servant described her as a distracted person. When she at length had reached his room, she burst into an hysteric convulsion, exclaiming, *Captain Moore! you can save Admiral Byng!*

We are unable to ascertain the exact year when Captain Moore was married, but think it was previous to this period. His wife, Miss Penelope Matthews, was the daughter of General Matthews, Governor of the Leeward Islands; whose son is now a General in the Army: by this lady Captain Moore had five children\*.

During the year 1757, Commodore Moore, with his broad pendant flying on board the Cambridge, 80 guns, relieved Rear-Admiral Frankland in the command on the

\* One son who died young; and four daughters: CATHERINE, Lady BAMPFYLDE.—PENELOPE, married to the Reverend Mr. Sneyd, of Jevington, in Sussex.—ANNE —CELINA MARIA.—A full length picture of Sir John Moore was purchased by Lord Uxbridge, and presented to the family; it is now in the possession of the Reverend Mr. Sneyd.

Leeward Island station \*, who proceeded to England in the Winchester. This squadron was of essential service in protecting the trade of the Islands: Captain Middleton, in the Blandford alone, captured no less than seventeen privateers, for which he was voted a sword of one hundred pistoles value by the Assembly of the Island of Barbadoes.

Commodore Moore in the ensuing year (1758) detached Captain Tyrrell on a cruise with the Buckingham 70 guns, and Cambridge 80 guns; who immediately sailed in quest of some privateers reported to be at anchor in *Grand Ance* Bay: he destroyed three, and took a fourth, though they had got close in shore under cover of a battery. This noble Officer's reply to the sailors, who afterwards wished to attack and plunder an adjoining village, deserves particular notice—*It is beneath us, my brave lads! to render a number of poor people miserable, by destroying their habitations and comforts of life. Englishmen scorn to distress even their enemies!* Captain Tyrrell soon afterwards, in this year, distinguished himself when cruising off St. Eustatia, against the superior force of the Florissant 74 guns, the Aigrette 38 guns, and the Atalante 28 guns, convoy to a fleet of French merchantmen: Captain Tyrrell's force consisted only of the Buckingham, and the Weazle sloop.

\* Squadron under Commodore Moore at the Leeward Islands, 1757.

|            |   |   | Guns. |                                                 |
|------------|---|---|-------|-------------------------------------------------|
| Cambridge  | - | - | - 80  | { John Moore, Commodore.<br>Captain T. Burnett. |
| Buckingham | - | - | - 70  |                                                 |
| Trident    | - | - | - 64  | Richard Tyrrell.                                |
| Bristol    | - | - | - 50  | A. Jelf.                                        |
| Falkland   | - | - | - 50  | A. Leslie.                                      |
| Woolwich   | - | - | - 44  | F. S. Drake.                                    |
| Humber     | - | - | - 40  | P. Parker.                                      |
| Roebuck    | - | - | - 40  | S. Scot.                                        |
| Amazon     | - | - | - 26  | J. Holwall.                                     |
| Blandford  | - | - | - 24  | W. Norton.                                      |
| Antigua    | - | - | - 14  | C. Middleton.                                   |
| Saltash    | - | - | - 14  | Chr. Codrington.                                |
| Weazle     | - | - | - 16  | Walter Stirling.                                |
|            |   |   |       | J. Boles.                                       |

We now come to notice the last, and most distinguished events in the life of Commodore Moore; the attack on the Island of Martinico, and the taking of Guadaloupe, on the first of May 1759. Towards the close of the preceding year intelligence had been received that the French Caribbee Islands might easily be reduced. Accordingly a squadron of eight Ships of the line, with the Renown 30 guns, and the Infernal, the Grenada, King's Fisher, and Falcon bombs, sailed from England in November, under the command of Captain Robert Hughes; with 700 marines, commanded by Lieutenant Colonel Rycout; and sixty transports, containing six regiments of foot \*. General Hopson commanded the land forces, assisted by Major-General Barrington, and Brigadier-Generals Armiger, Haldane, Trapaud, and Clavering; whilst the fleet † was under the orders of Commodore Moore.

\* The Old Buffs, Durour's, Elliott's, Barrington's, Watson's and Armiger's; with a detachment of the artillery from Woolwich.

† His Majesty's Ships at the Leeward islands, under Commodore Moore, 1759.

|                          |   |   |      |                                                     |
|--------------------------|---|---|------|-----------------------------------------------------|
| Cambridge                | - | - | - 80 | } John Moore, Commodore.<br>Captain Thomas Burnett. |
| St. George               | - | - | - 90 |                                                     |
| Norfolk                  | - | - | - 74 | Clark Gayton.                                       |
| Euckingham               | - | - | - 70 | Robert Hughes.                                      |
| Burford                  | - | - | - 70 | Richard Tyrrell.                                    |
| Berwick                  | - | - | - 64 | James Gambier.                                      |
| Lyon                     | - | - | - 60 | William Harman.                                     |
| Rippon                   | - | - | - 60 | William Trelawney.                                  |
| Panther                  | - | - | - 60 | Ed. Jekyl.                                          |
| Winchester               | - | - | - 50 | M Shuldham.                                         |
| Bristol                  | - | - | - 50 | Ed. Le Cras.                                        |
| Woolwich                 | - | - | - 44 | Lauchlin Leslie.                                    |
| Roebuck                  | - | - | - 44 | Peter Parker.                                       |
| Ludlow Castle            | - | - | - 40 | Tho. Lynn.                                          |
| Renown                   | - | - | - 32 | E. Clarke (1st).                                    |
| Amazon                   | - | - | - 36 | Geo. Mackenzie.                                     |
| Rye                      | - | - | - 20 | W. Norton.                                          |
| Bonetta                  | - | - | - 14 | Daniel Deering.                                     |
| Weazle                   | - | - | - 14 | Richard King.                                       |
| Antigua                  | - | - | - 12 | John Boles.                                         |
| Spy                      | - | - | - 10 | Western Varlo.                                      |
| King's Fisher Bomb Ketch | - | - | -    | William Bayne.                                      |
| Falcon Ditto             | - | - | -    | S. Deacon.                                          |
| Grenada Ditto            | - | - | -    | M. Robinson.                                        |
| Infernal Ditto           | - | - | -    | S. Uvedale.                                         |
|                          |   |   |      | Ja. Mackenzie.                                      |



The Squadron under Captain Hughes, with the transports, arrived in Carlisle Bay, Barbadoes, on the third of January (1759), where Commodore Moore had been waiting to receive them: after taking forty-six negroes on board each Ship of the line, to assist in drawing the cannon, and about 200 islanders, the whole sailed on the thirteenth for the island of Martinico\*, the first object of their attack. Early on the fifteenth they were close in with the Diamond Rock; and during the night the squadron turned into the great bay of Fort Royal, and kept plying to windward until the morning; when the Commodore had given his orders for attacking the batteries along shore.

At eight o'clock on the morning of the sixteenth, the Bristol and Rippon attacked Fort Negro, a strong battery of seven embrasures, within three miles of the citadel: the Lyon that had been designed for this service, drove out to sea in the night. By ten the battery was silenced, and the MARINES, that brave and illustrious Corps, who have at all times rendered such important services to their country, landed in flat-bottomed boats; and having climbed the rocks with fixed bayonets, hoisted British colours on the parapet.

The Winchester, Woolwich, and Roebuck, about the same time attacked the batteries in *Cas des Navieres Bay*, about a league below *Fort Negro*, where it had been determined that the disembarkation should be made. Some troops detached from the citadel to oppose † the landing in this bay, mistaking the sentinels at *Fort Negro* for part of the army already disembarked, and fearing if they proceeded they should be placed between two fires, immediately retired, and left the beach unprotected; in consequence of which the troops landed at four in the afternoon without interruption, about five miles from Fort Royal: during the night the fleet

\* The French first settled in this island, under *Durnambue*, in 1635. The cultivation of the sugar cane began here in 1650; and the cocoa tree was planted in it in 1718. The coffee tree was first brought into this island.

† Account of the Expedition, by J. Richard Gardiner, Esq. Captain of Marines on board the Rippon.

was employed in turning up into the great bay nearer to Fort Royal.

At seven in the morning, on the seventeenth of January, the troops, that had landed, were seen from the fleet advancing beyond Fort Negro, firing the woods, and clearing their front nearer to Fort Royal; at ten an English battery was observed playing from an hill above the fort. About noon the troops were seen advancing up the hill, which overlooked the town and citadel; and, by those on board the fleet, a speedy conquest of the metropolis of the island was expected.

At two, a message was received by the Commodore from General Hopson, that unless some heavy cannon could be landed from the squadron at the Savannah, near the town of Fort Royal; or that the citadel could at the same time be attacked from the bay, as he attacked it on shore; he could not maintain his ground. A Council of War was accordingly held; when it was judged impracticable to land the cannon at the Savannah, because the boats would be exposed to the fire of the garrison; or to attack the citadel by sea, because the wind and leeward current constantly setting out of the bay, the Ships in going higher up would be obliged frequently to tack, which would take up many hours; and they would all the time be exposed to the guns of the citadel, and two other batteries. The brave Commodore however sent word to the General, that he would land the cannon at *Fort Negro*; and that the seamen should draw it to any place he should think proper, without any assistance from the land forces; a most difficult and hazardous service, as the whole country from Fort Royal, to Fort Negro, is very uneven, being much intersected by deep ravines, and narrow passes. The General however thought proper to retire; and accordingly the same evening, as soon as the moon was up, the boats attended to bring off the troops.

The next day the General acquainted the Commodore \*, that the council of war was of opinion it would be most for

\* Official letter. Whitehall, March 7, 1759.

his Majesty's service to proceed to *St. Pierre*\*, the capital of the island; situated in that part of it which is called *BASSE TERRE*. This town, the most considerable in any of the Caribbees, arises on a fine open bay, on the leeward-most part of the island of Martinico; approached from the sea, it appears at the foot of a steep mountain; but, as you advance, the hills remove to a greater distance. It is built in the form of a crescent; towards the middle of it is a small oblong fort, constructed of good stone, with a strong battery of cannon, which commands the Road; in the middle of which is a sharp rock. The opposite side is flanked at each end with a round tower, and embrasures for four pieces of cannon; the wall joining these towers is also bored for cannon.

Commodore Moore, immediately on receiving the General's message, threw out the signal for the squadron to weigh; and the better to deceive the enemy, kept turning into the great bay of Fort Royal, the principal harbour in Martinico, until the evening; when the whole fleet stood out of the bay, and ran down along the west side of the island. By six o'clock the next morning (January 19) the Commodore was off the town of *St. Pierre*—bearing E. N. E. distant four miles. At seven, threw out the Panther's signal to sound the bay, which was done from side to side. A westerly wind, a phenomenon in these latitudes, had now sprung up, and continued to blow right into the bay until the evening. At eight, threw out the signal for the bomb ketches to stand in; the *Rippon* was also ordered to silence a battery, about a mile and a half north of the town, and the transports with the troops to come under the Commodore's stern: owing to the change that soon afterwards took place in their operations, Captain Jekyll †

\* All ships laden with the produce of the French colonies in this part of the world, are obliged to repair to this port, and clear out, before they proceed to Europe; owing to which, all the produce of their colonies becomes blended under the name of Martinique.

† Edward Jekyll was a relation of the Master of the Rolls, in the reigns of George I. and II. He was advanced Captain of the *Lion*, a fourth rate, March 5, 1747-8.—Captain Jekyll from his critical situation in the above attack, was obliged to fire at once from both sides, and from his stern chase, and even

in the Rippon, was for a long time placed in imminent danger : during which he most gallantly defended himself—at half past five the Commodore sent a Lieutenant with boats to tow off the Ship. The alteration of their plan appears to have proceeded from the report of the Commodore : having carefully examined the coast, he felt it his duty to represent to the General, at the council of war which was held soon after the Rippon had proceeded to her station, that he made no doubt of destroying the town of St. Pierre, and putting the troops in possession of the same ; yet as the Ships might, in the attack, be so much disabled, as not to be in a condition to proceed immediately on any other material service ; and as the troops, if it should be practicable to keep possession of the above town, would also be much reduced in their numbers for future attacks ; and being of opinion that the destroying the town and fortress of BASSE TERRE in the island of GUA-DALOUPE, and keeping possession of it ; and by all possible means endeavouring to reduce the said island ; would be of great benefit to the sugar colonies, as that island is the chief resort of French privateers ; the Commodore submitted it to the General's consideration, whether it would not be best to proceed to Basse Terre ?

In giving this advice Commodore Moore acted like a provident and discerning commander : by the admirable manner in which he had disembarked the troops, and the gallant offer he had made of landing the cannon at Port Negro : and of conveying them by his seamen across a country so difficult, to whatever place the General should fix on ; he had displayed a brave and enterprising spirit. He afterwards seems to have thought, that the place of attack had been removed to a part of the island, which, if gained, would only prove an idle waste of strength ; and effectually injure the success of what still remained to be accomplished.

to run two guns out of the stern gallery : he expended upwards of 700 great shot. During the action, his distress was greatly increased by a box of cartridges blowing up, which set his ship on fire. This Officer died universally lamented, a private Captain, June 26, 1776.



Thus terminated, in an unsuccessful manner, like the attacks on Martinico in 1693, and 1703, the attempt made by our countrymen in 1759; the glory of this conquest was reserved for a few years to increase the naval exploits of another distinguished veteran \*.—At eight in the morning of the 20th, Commodore Moore sailed to the northward, and was soon joined by the troops from Antigua; on the twenty-second the fleet appeared off the Island of Guadeloupe.

Before we proceed to consider the successful naval exploit of the Commodore; we must be allowed to notice some particulars that appeared in two subsequent publications, which tend to throw further light on the events of his unsuccessful expedition.

Captain Gardiner of the marines, in his account of the expedition, which we have already noticed, informs us, that the far greater part of the inhabitants of our Leeward Islands, secretly wished the expedition might miscarry. 1st, Because it interrupted a gainful though iniquitous trade, which they carried on with St. Eustatia, by transporting French sugars, their property, in Dutch bottoms. 2dly, Because many of them had plantations of their own in Martinico. And, 3dly, Because, if we had gained possession of Martinico, the addition of a great quantity of sugar to the English market would have lowered the price.

The censures therefore which these calumniators have so lavishly thrown out against the commanders of this expedition, as they afterwards did on Admiral Rodney, should be carefully guarded against.

The next publication which appeared in the year (1759) relative to this event, was signed (J. J.), and was written by a Lieutenant † in the Navy.

Martinico, says this author, is fortified both by nature, and art: the shore on both sides is indented with numberless bays which run up far into the country; and the Sands, which can only discover themselves at low water, form in many places an hidden and almost

\* Rear-Admiral Rodney in 1762.—Vid. *Naval Chronicle*, Vol. I. page 363.

† Printed for A. Johnson, price 1s. The title—*Candid Reflections on the Expedition to Martinico; with an account of taking Guadeloupe.*

insurmountable barrier : a ridge of inaccessible mountains runs N. W. and S. E. from one end of the island to the other. It is defended by strong and numerous garrisons of veteran regiments, under the direction of the ablest engineers. The troops upon the island amount to 15,000 men; besides 18,000 settlers, commonly called militia, who are disciplined every fortnight, and reviewed in a body twice a year ; besides 60,000 blacks, many of whom are dexterous in shooting, and all know the use of small arms.—Here however we landed with no more than 5,500 men.

Fort Royal is a regular square, fortified in a new method by *M. de Raumeur*, after a design communicated to an English gentleman by Lieutenant *Archibald Bontein*, late chief engineer in Jamaica.—It is defended by a train of 300 pieces of cannon, some of them forty-eight pounders ; and a garrison of five regiments, consisting of 3750 men, most of them Irish and Swiss.—But the strength of this fort was not all we had to overcome : 3000 blacks on the first sight of our fleet had been employed to undermine the ground which we were to pass over ; and it was charged with no less than 150 barrels of powder !

Our troops marched on without suspicion of this danger, and *the whole first line actually advanced on the ground over the powder !* Just at this crisis, when nothing else could have saved us, a French Carpenter, who had differed with the constructor of the mine about his wages, first cut off one of the canals of communication ; and then deserted : being conducted to General Hopson, he apprised him of his danger ; upon which the men were instantly ordered to face about, and move off the ground. When the French saw this, they with all haste set fire to the train ; but the communication being broken, two or three barrels only exploded, and a few men of Watson's regiment fell by a snare which was so near destroying the whole army. A true account of the state of the Fort, and the Island, being obtained from this Carpenter, whose veracity after such proof could not be suspected, a Council of War was called, and the troops were again taken on board.

Though the town of Basse Terre, which is the metropolis of the Island of Guadaloupe, was very strongly fortified towards the sea ; and though the fort was thought by the chief engineer, on his reconnoitring, to be impregnable against the fire of the Ships ; Commodore Moore, with the enterprising spirit of his character, made a disposition for its attack, in the following manner, by his Squadron :

*Guns.*

|                |   |                                                                                                   |
|----------------|---|---------------------------------------------------------------------------------------------------|
| Lyon, - 60     | { | A battery to the southward of the citadel, of nine guns.                                          |
| St. George, 90 | { | The citadel of Fort Royal, mounting forty-seven guns.                                             |
| Norfolk, - 74  |   |                                                                                                   |
| Cambridge, 80  |   |                                                                                                   |
| Panther, - 60  | { | The royal battery in the town, of twelve guns.                                                    |
| Burford, - 70  |   |                                                                                                   |
| Berwick, - 64  | { | A battery in the town, of seven guns, called St. Nicholas's.                                      |
| Rippon, - 60   | { | Le Morne Rouge; a battery of six guns <i>en barbette</i> , a little to the northward of the town. |

The different Captains of the above ships were ordered to silence their respective batteries, and to lie by them until further orders.

On the morning of the 23d of January, at seven o'clock, the Commodore, who had now arranged every thing in an admirable manner for the grand attack, shifted \* his broad pendant on board the Woolwich, to direct and keep the transports together in a proper manner for the landing of the troops; as also to be enabled by this means to consult proper measures with the General, who saw the necessity of having the Commodore with him; and requested that himself, with the other general officers and engineers, might be admitted on board the Woolwich, for the same reasons.

About nine the firing from all sides commenced, which continued with the utmost spirit until night, when the judgment of the Commodore plainly appeared; the citadel, and all the batteries being effectually silenced. The bombs, which had been continually showered on the town, had taken effect in several places; owing to the quantity of rum and sugar in the warehouses, the town burnt without intermission the whole of the ensuing day: the horror of the spectacle cannot be described †—a mutual and unremitting fire of many Ships and batteries, heightened with a line of flames which extended along the shore, formed the back

\* For precedents of Commanders shifting their flags to other Ships, in action, vid. Naval Anecdotes.

† One shell blew up the enemy's magazine; whilst a single carcass set the whole town in flames.

ground of this terrible view.—It was intended to land the troops on the evening of the day the attack commenced; but it being dark before they were ready, they were not disembarked until the next day (the 24th), when the whole fleet came to an anchor in the bay by two o'clock P. M. and at three, the signal being thrown out to prepare to land, Commodore Moore put the troops in possession of the town and fort, without their being in the smallest degree annoyed by the enemy. Captains Shuldham, Gambier, and Burnet, conducted the debarkation. The French were constantly supplied with provisions by the Dutch, from the time they were driven to the mountains, until they surrendered.

As a considerable part of the subsequent operations were military, conducted under the auspices of The Navy, we shall not enter into a minute detail of them. A most spirited attack was made by the squadron \* detached by the Commodore under Captain Harman on the 13th of February against Fort Louis, on the GRANDE TERRE side of the island: in which the brave MARINES, and HIGHLANDERS, well supported their accustomed character.

On the 27th of February General Hopson died, worn out with age and infirmities; who had accepted the command from a principle of honour, as being offered by his King. He was succeeded by General Barrington.

About the eleventh of March, Commodore Moore receiving intelligence, of the arrival of a squadron, under the command of Monsieur Bompard, consisting of eight Ships of the line, and three large frigates; and that he was then lying between the *Isles des Ramieres*, and *Point Negro*, in the great bay of Fort Royal, Martinico; whence he might throw succours into *Grande Terre*, without a possibility of the Commodore's being able to prevent it, whilst continuing in his present situation; he resolved instantly to call in the cruising Ships, and sail for *Prince Rupert's Bay*, Dominica; where he would become early acquainted with the motion of the

\* Berwick, Roebuck, Woolwich, Renown; Bonetta, and two bomb ketches.



enemy: and as he would then be to the windward of Guadeloupe, he would be able to follow M. Bompарт, if necessary. The Roebuck was accordingly left to guard the transports; and on the thirteenth of March, the Commodore sailed to Prince Rupert's Bay, where he was joined by the St. George, Buckingham, Rippon, and Bristol.

The following are the reasons \* which the Commodore assigned for his conduct—the Bay of Dominica was the only place in which he could rendezvous, and unite his squadron; here he refreshed his men, who were grown sickly in consequence of subsisting on salt provision: here he supplied his Ships with plenty of fresh water—here he had an intercourse, once or twice every day, with General Barrington, by means of small vessels which passed and repassed from one island to the other: by remaining in this situation he likewise maintained a communication with the English Leeward Islands; which being in a defenceless condition, their inhabitants were constantly soliciting the Commodore's protection; and here also he supported the army, the commander of which was unwilling that he should move to a greater distance. Had the Commodore sailed to Port Royal he would have found the enemy's squadron so disposed, that he could not have attacked them, unless M. de Bompарт had been inclined to hazard an Action. Had Commodore Moore anchored in the bay, all his cruisers must have been employed in conveying provision and stores to the squadron: there he could not have procured either fresh provisions or water; nor could he have had any communication with, or intelligence from the army in the Leeward Islands, in less than eight or ten days.

On the twenty second of April M. Nadau, the Governor of the Island of GUADALOUPE, sent Messrs. Clainvilliers, and Duquercy to General Clavering's head-quarters to demand a suspension of arms; and to know what terms the General would be pleased to grant them: in consequence of

\* Smollet's Continuation. Ed. 12mo. vol. vii. page 240.—*Note.*

which General Barrington hastened to the above Officer; at whose quarters, on the twenty-fifth of April, the terms of capitulation were agreed to, and signed on the first of May. Early on the second of May the deputies from GRANDE TERRE, who had gone back for proper authority, returned and signed the following paper :

WE the Deputies of the GRAND TERRE, arrived this day with full powers, do consent to the capitulation signed the *first* of this month, between their Excellencies the Honourable General Barrington, and John Moore, Esq. and the inhabitants of Guadaloupe, agreeable to the 22d article of said capitulation.

Done at the head-quarters, in the Capes Terre, Guadaloupe.

DUHAZEIS,  
GAIYBETON.

May 2, 1759.

On the eleventh of May Commodore Moore dispatched an official letter, of which the following is an extract, dated Cambridge, Prince Rupert's Bay, Dominique, May 11, 1759, to the Right Honourable Mr. Secretary Pitt.

Give me leave, Sir, to congratulate you on the capitulation of the Islands of Guadaloupe, and Grand Terre, which Major General Barrington sends to you by this express; in gaining which great honour is due to the troops. The strong holds the enemy had, could not be conquered but by great conduct and resolution.

I hope the conquest will prove as great an acquisition as it appears to me.

It is with great pleasure, I think I may say, Sir, that on this expedition, great unanimity has been kept up between the two corps; as well as in obedience to his Majesty's commands, as from our own inclinations. It has ever been my wish to have such harmony subsist, and I flatter myself I have always succeeded.

I beg leave to acquaint you, Sir, that on the second instant, being informed, the French squadron, under the command of M. Bompard, was to windward of Marigalante, I put to sea in the night, and endeavoured to get up with them; but, after beating five days, and having gained very little, two of our cruisers, that I had sent different ways to watch the enemy's motions, saw them the sixth instant, return betwixt the two islands into Fort Royal. From the almost constant Lee Currents, it being very difficult for Ships to get to windward, it must always be in the enemy's choice, whether they will come to a

general action or not. Their squadron consists of nine sail of the line, and three frigates \*.

In shall, in conjunction with General Barrington, give every assistance in my power to any other services.

I have the honour to be, &c.

JOHN MOORE.

The island of Marigalante, Les Saintes, Descada, and Petite Terre, soon surrendered on the same terms as Guadaloupe. The French had taken such pains to conceal the value of the latter, that the people of England, whose minds had been fixed on the conquest of Martinico, were not at first sensible of the prize which the Commodore had gained. Guadaloupe is allowed to be greatly superior in value to Martinico: of all the conquests † made from France during the war, this was by far the most beneficial to Great Britain. Captain Gardiner, in his account of the expedition, declares, that GUADALOUPE is of greater consequence than MARTINICO; that it is stronger and more capable of defence; that it was a nest of privateers who did incredible damage to our shipping; that the soil is so fertile that the Canes are sometimes cut six times without replanting; and that the greater part of what are called Martinico sugars are the real produce of Guadaloupe.

Having removed into the Berwick, 64 guns, the Commodore returned to England, soon after the above event, and arrived in the Downs on the twenty-third of June, 1760. On the twenty-first of October 1762, he was advanced Rear-Admiral of the Red; and held the command in the Downs to the peace. On the fourth of March 1766, Admiral Moore was created a Baronet for the services he had rendered his Country, and soon afterwards was appointed Port Admiral at Portsmouth.

\* Mons. Bompard had on board 600 regular troops, 2000 volunteers, and a quantity of arms and ammunition. He had appeared off St. Anne, and there landed a battalion of Swiss, fifty of whom deserted. On being informed that Guadaloupe was taken, he re-embarked the troops, and returned to Martinico.

† Beaton's Memoirs, vol. ii. page 342.

This truly valuable and judicious Officer received a farther mark of his Sovereign's approbation, on the twenty-fifth of June, 1772, when he was honoured with the military Order of the Bath. His health had long been injured by the professional duties he had been engaged in, amid such a variety of climates: the gout, to which he had been long subject, increased the violence of its attacks during the year 1777, and baffling all medical assistance, proved at length fatal. Sir John Moore \* died on the twenty-fourth of March, 1778, and was buried with his father and mother in the church of St. Martin's in the Fields.

The Character of this excellent Officer, and worthy man, may be known by that of his intimate friends, the Admirals KEPPEL and PIGOT: kindred hearts soon discover each other, and establish a reciprocal regard that does not change. The mind of Sir John Moore possessed all the frankness, and affability of the first, with a greater portion of strength. Sir John was generous, disinterested, and independent; but he had gained a more perfect knowledge of human nature than his friend Lord Keppel. Sir John Moore well knew, that the best of men were sent forth as Sheep in the midst of Wolves—he was therefore wise as the Serpent, and harmless as the Dove. His penetration into the motives of his Superiors, was beyond that which his friend Admiral Pigot enjoyed. Sir John Moore saw men with the eye of an hawk; and having in consequence once formed his opinion, was not easily induced to alter it. This rendered him a strict Officer: but he was also the patron and kind protector of those who served under him. Whatever he said or did was stamped with character; for he was not one of those who seem sent into the world by dozens, without the smallest discriminating feature of mind among them. The engaging manners of Sir John Moore proceeded from the goodness of his heart, and the virtues it contained; he therefore had no

\* Advanced Vice-Admiral of the Blue, October 18, 1770; on the twenty-fourth of the same month to the White; on March 31, 1775, to that of the Red; and on January 29, 1778, to be Admiral of the Blue.



occasion to ape that affectation of them which is styled good-breeding. He was an experienced Officer, a religious, and therefore a loyal subject, and a firm friend.—We shall conclude our biographical memoir, with the following lines, addressed to the Right Honourable William Pitt, in the year 1759, on Colonel Clavering's arrival with an account of the surrender of the island of Guadaloupe :

Lo ! Neptune smooths the raging of the Deep  
 Lest Britain mourn, and lovely CLAVERING weep.  
 Sweet are the whispers of the western gale,  
 Fair Albion's cliffs repeat the welcome tale ;  
 Glad Thames along his wide extended shore,  
 Wafts the lov'd names of Barrington and Moore,  
 Conquest and Guadaloupe ! —————  
 Blest is the sound to every British ear ;  
 How blest the Man whose country is his care.  
 His elevated genius formed the plan,  
 True valour finished what deep thought began ;  
 His penetrating mind each spring can trace,  
 And give each character its proper place :  
 Hence concord reigns in Council and the Field,  
 And selfish views to Public Glory yield ;  
 Worth he regards above the pride of blood,  
 Disinterested, virtuous, great, and good.

Mr. Rosewell was for many years Secretary to Admiral Moore, and his stedfast friend. The Admiral was one of the Officers who signed the Memorial presented to the King, beseeching him to stop all farther proceedings in the charge brought against Admiral Keppel by Sir Hugh Palliser.

**ARMS.]** Azure on a chief indented Or, three mullets pierced Gules.

**CREST.]** In a ducal coronet Or, a Moor's head in profile proper, wreathed about the temples Argent, and Azure.

**SUPPORTERS.]** Two greyhounds regardant Argent ; each supporting with his exterior feet an anchor Sable.—The supporters were granted on the Admiral's being made a Knight of the military Order of the Bath.

**MOTTO.]** Fortis cadere, cedere non potest.

## PLATE XXXIV.

View of the Port of *Falmouth*, from the hill near *Flushing*, taken from a design made on the spot by Mr. PECELLE. The eye commands the whole extent of the entrance to this valuable Port, from the Channel: comprising *St. Mawes* on the left to the *Black Point*; and on the right the east end of the town of *Falmouth*, with a distant view of *Helstone*, (a trading and populous town, situated on the River *Cober*, at about fourteen miles distance from the other,) the *Manacles*, and the *Lizard*. In the centre appears *Pendennis Castle*; the Peninsula, which from this point of view, owing to the form of the inclosures, resembles a tortoise; the Careening Place, and Ship Yard. The Shipping represents in distance Commodore Sir JOHN WARREN shortening sail in the *Flora*, and coming to anchor, followed by the *Arethusa*, Sir E. PELLEW, a Brig, and Cutter; a great number of Prizes are towing in.

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## DESCRIPTION OF FALMOUTH.

FALMOUTH, situated where the river Fale falls into the English Channel, about two centuries ago, contained only two or three houses; it is now the richest and best trading town of the whole county of Cornwall; a circumstance in part owing to its being the station of the packets to Spain, Portugal, and America; which not only bring great quantities of gold in specie, and in bars, on account of the merchants in London, but the Falmouth Merchants also trade with the Portuguese in ships of their own, and have also a great share in the profitable pilchard trade. The harbour is noble and extensive; its entrance is guarded by the Castles of *St. Mawes* and *Pendennis*, situated on a high rock. Its various creeks afford so much shelter, that the whole Royal Navy of Great Britain may ride in it in safety in any wind.

At Falmouth is the custom-house for most of the Cornish towns, as well as the head collector. It is a corporation governed by a Mayor and Aldermen. By a late Act of Parliament for procuring Seamen for the Navy, Falmouth is required to furnish one hundred and twenty-one men.

Mr. Malham, in his excellent Naval Gazetteer, gives the following directions respecting the harbour of *Falmouth*:—

“ The dangers to be avoided in approaching Falmouth Harbour, from the southward, after coming round the Lizard, are the Manacles Rocks ; which are about S. and S. by W. from the harbour, off the point where the coast begins to trend northward. Between the two points of the entrance into the harbour, on which to the east is the castle of St. Mawes, and of Pendennis on the west, but somewhat nearest to the western shore, is the rock, emphatically called the **FALMOUTH ROCK**. This is known by having a pole standing on it ; on either side of which Ships may sail, but the east side is the best Channel ; for a Ship may borrow by the lead towards St. Mawes into five, or six fathoms at low water. In coming round St. Ann's, or Anthony Point from the eastward, give it a good birth. Until the Falmouth Rock come at N. E. or N. N. E. when a Ship is west, or to the S. of W. from the point, she may alter her course, and pass the Shag Rocks on the starboard, lying about W. N. W. from the Point.

“ Another direction for going in, is, to keep the Manacles Rocks open, and shut on the Point of Falmouth, or Pendennis Castle ; until the church over Penny comb Quick in the N. comes to the E. of Smithick ; and to stand over to St. Mawes, and ride with that castle at E. from the Ship, having one anchor in eight fathoms, and the westernmost in four as may be convenient. A rule has also been laid down to keep clear both of the Manacles Rocks and the Stags or Shags, which is, not to shut the several churches to the N. of the Lizard. For anchorage it has also been devised, if the wind be easterly, to anchor in sixteen or seventeen fathoms ; but if westerly, in four or five only ; as the west shore is flat off a great way. But great Ships anchor in Carrick Road, with the Manacles Point over the Point of Falmouth. The town of Falmouth, which is on the W. shore within Pendennis Castle, nearly in that direction from St. Mawes on the E. shore and Carrick Road, is between them round the point of land to the N. W. and in lat. 50 deg. 8 min. N. and long. 5 deg. 2 min. W. and has high water near half past five o'clock at spring tides.

“ To come out of Falmouth, if a Ship be bound to the westward, she must not keep more southerly than S. S. E. or S. E. by S. according as the wind may be more or less towards the starboard shore. When Pendennis bears at N. W. at the distance of a league, the depth will be ten fathoms ; and when Falmouth is due north, and the Lizard at W. by S. the depth is forty fathoms.”

Falmouth is ten miles south of Truro, and 268 west by south of London. We shall finish this brief account of it, with the following

inscription on a window, at one of the inns, which appeared in the Gentleman's Magazine for 1764.

*I have seen the specious vain Frenchman ; the trucking scrub Dutchman ; the tame low Dane ; the sturdy self-righting Swede ; the barbarous Russ ; the turbulent Pole ; the honest dull German ; the pay-fighting Swiss ; the subtle splendid Italian ; the salacious Turk ; the ever lounging, warring Maltese ; the piratical Moor ; the proud cruel Spaniard ; the bigoted base Portuguese ; with their countries : and hail again Old England, my Native Land !*

READER ! IF ENGLISHMAN, SCOTCHMAN, IRISHMAN, REJOICE  
IN THE FREEDOM THAT IS THE FELICITY OF THY OWN COUNTRY ;  
AND MAINTAIN IT SACRED TO POSTERITY !

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## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO !

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### PO. XV.

#### ADVANTAGES OF SUPPLYING SHIPS WITH FLOUR INSTEAD OF BISCUIT.

THE following remarks occur in Dr. Blanc's excellent work on the diseases of seamen :

—“ As bread is one of the principal articles of diet, the utmost care should be taken in preserving it, and great advantages would arise from stowing it in casks that are water tight, instead of keeping it in bags, or letting it lie loose in the bread-room. Captain Cook, by this method, and by giving it a cast in the oven in the course of the voyage, preserved his biscuit sound in every respect for more than three years. But the greatest improvement in this article of diet would be, *to have in the form of flour, a greater proportion of what is now allowed in bread.* The flour might be made into puddings; and seems, in this form, to be more nutritious and antiscorbutic than biscuit, which has undergone a strong force of fire. This sort of mess would be still more proper and agreeable now that melasses is a stated article of diet. Flour, by being well pressed and rammed, will keep as long as biscuit, and it can be stowed in one fifth part of the space ; it will, therefore, cost much less in freight than the same quantity of it in that form, and it may be baked abroad if necessary. In the French Ships of war there is an Oven large enough to supply not only all the Officers and sick, but part of the crew, with soft bread every day : the objection chiefly



made to baking on board formerly, was the greater consumption of wood; but this is now obviated by the general adoption of the fire-places of cast iron, invented by Mr. Brodie, in which the ovens are heated by the same fire with which the victuals are boiled.

The advantages attending the use of flour instead of bread are thus fully exemplified.

*Memorable Instances of British Admirals shifting their Flags to continue to conduct and animate an Action, and pursue the Enemy, even after they were beaten, and flying.*

IN the *battle of Solebay* the British fleet was then under the command of the Duke of York, in the *St. Michael*, who being warmly attacked by DE RUYTER, the Dutch Admiral, and having lost her main top mast, his Royal Highness shifted his flag on board the *Loyal London*, and continued to conduct the action from three o'clock in the morning till seven at night, when it ended in a complete victory.

In the *action off the North Foreland*, on the twenty-fifth of July 1666, Prince Rupert and the Duke of Albemarle were joint in the command of the fleet, and on board of the same Ship; but after three hours engagement with DE RUYTER, were obliged to shift their flag on board another ship.

Sir Edward Spragg, Admiral of the Blue, in the battle of the twenty-eighth of May, 1672, shifted his flag three times.

On the eleventh of August following. Sir Edward Spragg shifted his flag from the *Royal Prince* to the *St. George*; and as he was shifting his flag from the *St. George*, his boat was pierced by a cannon ball, and sunk, and Sir Edward Spragg unfortunately drowned.

SIR RALPH DELAVAL, after the battle of La Hogue, shifted his flag from the *Royal Sovereign* on board the *St. Albans*, to go to the attack of three capital Ships of the enemy, who had hauled into shoal water, and under the protection of some batteries in Cherbourg Bay; and when he could not come near enough in the *St. Albans*, Sir Ralph, to encourage the Officers and Seamen, went in one of the boats to protect and assist the fire-ships, and effectually performed that service, burning all the three Ships, each of three decks.

SIR GEORGE ROOKE likewise, after the said battle, being sent to destroy the Ships in La Hogue Bay, for the same reason went in one of the boats to assist and support the fire-ships, and saw the service effectually performed; burning six men of war the first day, and seven the next, besides transports, and vessels loaded with provisions.

At Vigo, when the *Torbay* was set on fire, Sir George Rooke went in his own boat with his flag flying, and took Vice-Admiral Hobson

out of her, after the fire was extinguished, and put him on board another Ship.

**SHIPS BUILT OF WINTER-FELLED TIMBER** are much drier than those built of what is summer-felled; and this circumstance should have been mentioned with regard to the *Montague*; for the cause of her healthiness, notwithstanding her being a new Ship, was probably from being built of winter-felled timber. It should therefore be strictly enjoined to fell the wood in winter; for those who are employed to do it have an interest in doing it in summer, on account of the value of the bark.

#### THE GOOD EFFECTS OF FIRE AND SMOKE IN VENTILATING SHIPS.

WHEN it was the custom for frigates to have their kitchens between decks, Dr. Blane informs us, "they were much more healthy than in the present construction, in which they have them under the fore-castle, where the heat and smoke are dissipated without being diffused through the ship, and causing a draught of air upwards, as formerly. The men also then derived great benefit and comfort from having a large fire, round which they might assemble to warm and dry themselves in a sheltered place. I leave it to those who preside in the construction of the Navy to determine how far it would be advisable to return to the old manner of construction. The French Ships of the line have their kitchens and ovens between decks, and this must tend to counteract the effects of their want of cleanliness. The Dutch Ships of the line have their kitchens on the orlop deck, which must be still more conducive to the general purity of the air."

#### MODE OF VENTILATING SHIPS.

When scuttles are objected to, as weakening, or endangering a Ship, Dr. Blane mentions a good contrivance for the same purpose, which he met with on board of the *Nymph* Frigate. It consists of a square wooden pipe, of about nine inches in the side, coming from between decks, running along the side of the Ship, and opening over the gunwale of the fore-castle. There was one on each side.

A better contrivance than this has lately been adopted on board of some hospital and prison ships. It consists in an aperture made in the middle of the deck overhead, three feet long by one and a half wide, from whence a tube ascends tapering into the open air, about six feet above the upper deck; and to prevent strong currents of air from descending, a screen is made to traverse with the wind by means of a vane, so as to keep the opening to leeward of it.

## DISQUISITIONS ON SHIP-BUILDING.

(Concluded from Page 274.)

## ON BRITISH NAVAL ARCHITECTURE.

BY RALPH WILLETT, ESQ. F.A. &amp; R.SS.

(From ARCHÆOLOGIA, Vol. II.)

WE have now reached the reign of Charles the Second. The struggles for liberty happily terminated; and freedom, in a great measure established on solid and permanent foundations, allowed the nation to prosecute again the beneficial arts of trade and industry. We see with pleasure, therefore, the happy effects of peace and security, in the powerful fleet raised in this reign; fleets that gave us truly the dominion of the sea, and especially as those of the Dutch, our only competitors at this time, decreased as rapidly as ours increased. It was some time after this before the French began to be formidable at sea.

I know the list of this Prince's Navy hath already been published; but, I am informed, not in the complete manner that I am able to give it. May I be allowed to give mine, without distressing too much the patience of my readers? It will be, at the worst, only a table of reference, which the reader may omit as much of as he pleases. It will be seen that the same difference in the guns and men employed at home and abroad, continued to be observed; that it continued down to the beginning of the present century, through the reigns of William the Third, and through the greatest part of even that of Anne; and, what may want some explanation is, that the least number is allotted to the service abroad, where, from the difficulty of supplying them, we should have expected the greatest number, especially in the men. This list is dated 1684.

| Tons.             |      | Ships Names.    |   |   | Guns at<br>home. | Guns<br>abroad. | Men at<br>home. | Men<br>abroad. |
|-------------------|------|-----------------|---|---|------------------|-----------------|-----------------|----------------|
| First Rate, Nine. | 1684 |                 |   |   |                  |                 |                 |                |
|                   | 1313 | St. Andrew      | - | - | 96               | 86              | 730             | 670            |
|                   | 1715 | Britannia       | - | - | 100              | 90              | 780             | 670            |
|                   | 1441 | Royal Charles   | - | - | 100              | 90              | 780             | 670            |
|                   | 1398 | Charles         | - | - | 96               | 86              | 710             | 609            |
|                   | 1441 | Royal James     | - | - | 100              | 90              | 780             | 670            |
|                   | 1328 | London          | - | - | 96               | 86              | 730             | 620            |
|                   | 1307 | St Michael      | - | - | 90               | 80              | 600             | 520            |
|                   | 1400 | Royal Prince    | - | - | 100              | 90              | 780             | 670            |
|                   | 1545 | Royal Sovereign | - | - | 100              | 90              | 815             | 710            |

|                               | <i>Tons.</i> | <i>Ships Names.</i>   | <i>Guns at home.</i> | <i>Guns abroad.</i> | <i>Men at home.</i> | <i>Men abroad.</i> |
|-------------------------------|--------------|-----------------------|----------------------|---------------------|---------------------|--------------------|
| <i>Second Rate, Fourteen.</i> | 1475         | Dutchess - - -        | 90                   | 82                  | 660                 | 500                |
|                               | 900          | St George . - -       | 70                   | 62                  | 460                 | 310                |
|                               | 1050         | Royal Catharine - - - | 84                   | 74                  | 540                 | 360                |
|                               | 1497         | Neptune - - -         | 90                   | 82                  | 660                 | 500                |
|                               | 908          | French Ruby - - -     | 80                   | 72                  | 520                 | 350                |
|                               | 1395         | Sandwich - - -        | 90                   | 82                  | 660                 | 500                |
|                               | 898          | Triumph - - -         | 70                   | 60                  | 460                 | 310                |
|                               | 1029         | Victory - - -         | 82                   | 72                  | 530                 | 350                |
|                               | 845          | Unicorn - - -         | 64                   | 54                  | 410                 | 270                |
|                               | 1357         | Vanguard - - -        | 90                   | 82                  | 660                 | 500                |
|                               | 1461         | Windsor Castle - - -  | 90                   | 82                  | 660                 | 500                |
|                               | 1462         | Albemarle - - -       | 90                   | 82                  | 660                 | 500                |
|                               | 1546         | Duke - - -            | 90                   | 82                  | 660                 | 500                |
|                               | 1400         | Ossory - - -          | 90                   | 82                  | 660                 | 500                |
| <i>Third Rate.</i>            | 1090         | Anne - - -            | 70                   | 62                  | 460                 | 380                |
|                               | 1089         | Berwick - - -         | 70                   | 62                  | 460                 | 380                |
|                               | 1050         | Breda - - -           | 70                   | 62                  | 460                 | 380                |
|                               | 1174         | Burford - - -         | 70                   | 62                  | 460                 | 380                |
|                               | 1164         | Captain - - -         | 70                   | 62                  | 460                 | 380                |
|                               | 941          | Cambridge - - -       | 70                   | 60                  | 420                 | 345                |
|                               | 704          | Dunkirk - - -         | 60                   | 52                  | 340                 | 270                |
|                               | 735          | Dreadnought - - -     | 62                   | 54                  | 355                 | 280                |
|                               | 902          | Defiance - - -        | 70                   | 56                  | 400                 | 320                |
|                               | 998          | Edgar - - -           | 70                   | 62                  | 445                 | 370                |
|                               | 1057         | Eagle - - -           | 70                   | 62                  | 490                 | 380                |
|                               | 1064         | Essex - - -           | 70                   | 62                  | 460                 | 380                |
|                               | 1059         | Expedition - - -      | 70                   | 62                  | 460                 | 380                |
|                               | 1150         | Elizabeth - - -       | 70                   | 62                  | 460                 | 380                |
|                               | 1184         | Grafton - - -         | 70                   | 62                  | 460                 | 380                |
|                               | 1054         | Hope - - -            | 70                   | 62                  | 460                 | 380                |
|                               | 1105         | Hampton Court - - -   | 70                   | 62                  | 460                 | 380                |
|                               | 987          | Harwich - - -         | 70                   | 60                  | 420                 | 345                |
|                               | 763          | Henrietta - - -       | 62                   | 54                  | 350                 | 280                |
|                               | 1064         | Kent - - -            | 70                   | 62                  | 460                 | 380                |
|                               | 1096         | Lenox - - -           | 70                   | 52                  | 460                 | 380                |
|                               | 727          | Lyon - - -            | 60                   | 52                  | 340                 | 270                |
|                               | 795          | Mary - - -            | 64                   | 54                  | 360                 | 250                |
|                               | 880          | Monmouth - - -        | 66                   | 58                  | 400                 | 320                |
|                               | 696          | Monk - - -            | 60                   | 52                  | 340                 | 270                |
|                               | 809          | Montague - - -        | 62                   | 54                  | 356                 | 280                |
|                               | 1115         | Northumberland - - -  | 70                   | 62                  | 460                 | 380                |
|                               | 1107         | Royal Oak - - -       | 74                   | 64                  | 470                 | 390                |
|                               | 752          | Plymouth - - -        | 60                   | 52                  | 340                 | 210                |
|                               | 885          | Resolution - - -      | 70                   | 60                  | 420                 | 270                |
|                               | 1033         | Restoration - - -     | 70                   | 62                  | 460                 | 300                |
|                               | 813          | Rupert - - -          | 66                   | 58                  | 400                 | 255                |
|                               | 1114         | Sterling Castle - - - | 70                   | 62                  | 460                 | 300                |
|                               | 978          | Swiftsure - - -       | 70                   | 60                  | 420                 | 270                |
|                               | 1151         | Suffolk - - -         | 70                   | 62                  | 460                 | 300                |
|                               | 892          | Warspight - - -       | 70                   | 60                  | 420                 | 270                |
|                               | 734          | York - - -            | 60                   | 52                  | 340                 | 210                |
|                               | 1093         | Pendennis - - -       | 70                   | 62                  | 460                 | 300                |
|                               | 1151         | Exeter - - -          | 70                   | 62                  | 460                 | 300                |
| <i>Fourth Rate.</i>           | 432          | Adventure - - -       | 44                   | 38                  | 190                 | 160                |
|                               | 545          | Advice - - -          | 48                   | 42                  | 230                 | 200                |
|                               | 576          | Antelope - - -        | 48                   | 42                  | 230                 | 200                |
|                               | 555          | Assistance - - -      | 48                   | 42                  | 230                 | 200                |
|                               | 272          | Assurance - - -       | 42                   | 36                  | 180                 | 150                |



| <i>Tons.</i>            | <i>Ships Names.</i>                        | <i>Guns at home</i> | <i>Guns abroad.</i> | <i>Men at home.</i> | <i>Men abroad.</i> |
|-------------------------|--------------------------------------------|---------------------|---------------------|---------------------|--------------------|
| <i>Fourth Rate.</i>     | 510 Bonadventure - - -                     | 48                  | 42                  | 230                 | 200                |
|                         | 547 Bristol - - -                          | 48                  | 32                  | 230                 | 200                |
|                         | 526 Charles Galley - - -                   | 32                  | 32                  | 220                 | 220                |
|                         | 331 Centurion - - -                        | 48                  | 42                  | 230                 | 200                |
|                         | 530 Crowne - - -                           | 48                  | 42                  | 230                 | 200                |
|                         | 374 Constant Warwick - - -                 | 42                  | 46                  | 180                 | 150                |
|                         | 638 St. David - - -                        | 54                  | 46                  | 280                 | 240                |
|                         | 557 Diamond - - -                          | 48                  | 42                  | 230                 | 200                |
|                         | 544 Dover - - -                            | 48                  | 42                  | 230                 | 200                |
|                         | 479 Dragon - - -                           | 46                  | 40                  | 220                 | 185                |
|                         | 538 Foresight - - -                        | 48                  | 42                  | 230                 | 200                |
|                         | 367 Faulcon - - -                          | 42                  | 36                  | 180                 | 150                |
|                         | 539 Greenwich - - -                        | 54                  | 46                  | 280                 | 240                |
|                         | 470 Hampshire - - -                        | 46                  | 40                  | 220                 | 185                |
|                         | 623 Happy Return - - -                     | 54                  | 46                  | 280                 | 240                |
|                         | 433 James Galley - - -                     | 30                  | 30                  | 200                 | 200                |
|                         | 538 Jersey - - -                           | 48                  | 42                  | 230                 | 200                |
|                         | 664 King's Fisher - - -                    | 46                  | 40                  | 220                 | 185                |
|                         | 676 Leopard - - -                          | 54                  | 46                  | 280                 | 240                |
|                         | 555 Mary Rose - - -                        | 48                  | 42                  | 230                 | 200                |
|                         | 625 Newcastle - - -                        | 54                  | 46                  | 280                 | 240                |
|                         | 345 Nonsuch - - -                          | 42                  | 36                  | 180                 | 150                |
|                         | 677 Oxford - - -                           | 54                  | 46                  | 280                 | 240                |
|                         | 468 Portsmouth - - -                       | 46                  | 40                  | 220                 | 185                |
|                         | 368 Phoenix - - -                          | 42                  | 36                  | 180                 | 150                |
|                         | 588 Portland - - -                         | 50                  | 44                  | 240                 | 210                |
|                         | 538 Reserve - - -                          | 48                  | 42                  | 230                 | 200                |
|                         | 532 Ruby - - -                             | 48                  | 42                  | 230                 | 200                |
|                         | 559 Swallow - - -                          | 48                  | 42                  | 230                 | 200                |
|                         | 376 Sweepstakes - - -                      | 42                  | 36                  | 180                 | 180                |
|                         | 590 Tyger - - -                            | 46                  | 40                  | 230                 | 200                |
|                         | 649 Tyger's Prize - - -                    | 46                  | 40                  | 230                 | 200                |
|                         | 716 Woolwich - - -                         | 54                  | 46                  | 280                 | 240                |
|                         | 722 Golden Horse Prize - - -               | 46                  | 40                  | 230                 | 200                |
|                         | 556 Half Moons - - -                       | 44                  | 38                  | 190                 | 160                |
|                         | 552 Two Lions of Algiers - - -             | 44                  | 38                  | 190                 | 160                |
|                         | 567 Mordaunt - - -                         | 46                  | 40                  | 230                 | 200                |
| Of the Line, 105 Ships. |                                            |                     |                     |                     |                    |
| <i>Fifth Rate.</i>      | 265 Dartmouth - - -                        | 32                  | 28                  | 135                 | 115                |
|                         | 255 Garland - - -                          | 32                  | 28                  | 130                 | 110                |
|                         | 255 Guernsey - - -                         | 30                  | 28                  | 130                 | 110                |
|                         | 294 Mermaid - - -                          | 32                  | 28                  | 135                 | 115                |
|                         | 260 Pearl - - -                            | 30                  | 28                  | 130                 | 115                |
|                         | 234 Rose - - -                             | 28                  | 26                  | 128                 | 115                |
|                         | 223 Richmond - - -                         | 28                  | 26                  | 125                 | 115                |
|                         | 305 Swan - - -                             | 32                  | 28                  | 135                 | 115                |
|                         | 346 Sapphire - - -                         | 32                  | 28                  | 135                 | 115                |
|                         | 280 Orange Tree - - -                      | 30                  | 28                  | 130                 | 110                |
|                         | 260 St. Paul's Prize - - -                 | 32                  | 28                  | 135                 | 115                |
| <i>Sixth Rate.</i>      | 151 Drake - - -                            | 16                  | 14                  | 75                  | 65                 |
|                         | 79 Deptford Ketch - - -                    | 10                  | 10                  | 50                  | 40                 |
|                         | 33 Fanfan - - -                            | 4                   | 4                   | 30                  | 28                 |
|                         | 145 Francis - - -                          | 16                  | 14                  | 75                  | 65                 |
|                         | 175 Greyhound - - -                        | 16                  | 14                  | 75                  | 65                 |
|                         | 199 Lark - - -                             | 18                  | 16                  | 85                  | 70                 |
|                         | 79 Quaker Ketch - - -                      | 10                  | 10                  | 50                  | 40                 |
|                         | 144 Roebuck, in the Privy Seal to be sold. |                     |                     |                     |                    |

|               | Tons. | Ships Names.               | Guns at home. | Guns abroad. | Men at home. | Men abroad. |
|---------------|-------|----------------------------|---------------|--------------|--------------|-------------|
| Sloops.       | 80    | Sondates - - -             | 16            | 14           | 75           | 65          |
|               | 57    | Boneta - - -               | 4             | 4            | 10           | 10          |
|               | 50    | Hound - - -                | 4             | 4            | 10           | 10          |
|               | 46    | unter - - -                | 4             | 4            | 10           | 10          |
|               | 57    | Woolwich - - -             | 4             | 4            | 10           | 10          |
| Fire Ships.   | 250   | Ann and Christopher - - -  | 8             | 8            | 45           | 40          |
|               | 200   | Castle - - -               | 8             | 8            | 45           | 40          |
|               | 305   | Eagle - - -                | 12            | 12           | 45           | 40          |
|               | 178   | John and Alexander - - -   | 8             | 8            | 35           | 30          |
|               | 175   | Providence - - -           | 8             | 8            | 35           | 30          |
|               | 250   | Spanish Merchant - - -     | 8             | 8            | 45           | 40          |
|               | 240   | Hampson - - -              | 12            | 12           | 50           | 45          |
|               | 127   | arah - - -                 | 6             | 6            | 30           | 25          |
|               | 135   | Thomas and Catharine - - - | 8             | 8            | 35           | 30          |
|               | 86    | Young Spragg - - -         | 6             | 6            | 25           | 20          |
|               | 145   | Peace - - -                | 10            | 10           | 50           | 40          |
|               | 163   | Golden Rose - - -          | 8             | 8            | 35           | 30          |
| Yachts.       | 100   | Anne - - -                 | 8             | 6            | 30           | 20          |
|               | 135   | Bizan - - -                | 4             | 4            | 8            | 8           |
|               | 167   | Cleveland - - -            | 8             | 6            | 30           | 20          |
|               | 24    | Deal - - -                 | 4             | 4            | 8            | 8           |
|               | 148   | Tubs - - -                 | 12            | 10           | 40           | 30          |
|               | 26    | Isabella - - -             | 4             | 4            | 4            | 4           |
|               | 31    | Isle of Wight - - -        | 4             | 4            | 5            | 5           |
|               | 131   | Catharine - - -            | 8             | 6            | 30           | 20          |
|               | 109   | Merlin - - -               | 8             | 6            | 30           | 20          |
|               | 103   | Monmouth - - -             | 8             | 6            | 30           | 20          |
|               | 155   | Mary - - -                 | 8             | 6            | 30           | 20          |
|               | 143   | Charlotte - - -            | 8             | 6            | 30           | 20          |
|               | 133   | Portsmouth - - -           | 8             | 6            | 30           | 20          |
|               | 74    | Navy - - -                 | 8             | 6            | 30           | 20          |
|               | 27    | Queenborough - - -         | 4             | 4            | 4            | 4           |
|               | 64    | Richmond - - -             | —             | —            | —            | —           |
|               | 101   | Kitchen - - -              | 8             | 6            | 30           | 20          |
|               | 159   | Henrietta - - -            | 8             | 6            | 30           | 20          |
| Small Yachts. | 33    | Marygold - - -             | —             | —            | 5            | 5           |
|               | 16    | Little London - - -        | —             | —            | 2            | 2           |
|               | 65    | Lighter Hoy - - -          | —             | —            | 3            | 3           |
|               | 18    | Sheerness - - -            | —             | —            | 2            | 2           |
|               | 34    | Royal Escape - - -         | —             | —            | 10           | 10          |
|               | 40    | Unity Horse Boat - - -     | —             | —            | 4            | 4           |
|               | 70    | Transporter - - -          | —             | —            | 3            | 3           |
|               | 10    | Tow Engine - - -           | —             | —            | 2            | —           |
| Hulks.        | 987   | Arms of Rotterdam - - -    | —             | —            | 7            | —           |
|               | 446   | America - - -              | —             | —            | 20           | —           |
|               | 516   | Arms of Home - - -         | —             | —            | 8            | —           |
|               | 716   | Alphen - - -               | —             | —            | 4            | —           |
|               | 350   | Elias - - -                | —             | —            | 2            | —           |
|               | 440   | Stadtholder - - -          | —             | —            | 4            | —           |
|               | 772   | Slothany - - -             | —             | —            | 7            | —           |
|               | 15    | Shersk Smack - - -         | —             | —            | —            | —           |

105 line of battle Ships; 11 fifth rates; 16 sloops; 9 smaller sloops; 12 yachts; 8 smaller ditto; 8 hulks.—Total 175—101,273 tons.

If I may presume to account for this difference between the home and the foreign service, which I find by looking over my old lists of the Navy, continued so late as the year 1730, it should be, by observing, to the credit of Government, that our several naval yards at Jamaica, Halifax, and Antigua, were not then established; but which, being now established, and affording every possible supply to our Navy abroad, hath made it unnecessary for our Ships on foreign service to encumber themselves with such extra provisions of masts, yards, cordage, and even of victuals, as such a length of time require; and left them at liberty to perform those distant services, with the same force of guns and men abroad as at home.

It will be unnecessary to swell this account with any more lists of our Navy. It may be sufficient to observe, that the Ships built in the reign of William the Third, though they added very much to the number, did not very much add to the size of them; for, except a new Royal Sovereign, built towards the end of his reign, of 1882 tons, and which remained a serviceable Ship till about 1785, we find no other that equalled the magnitude of the Britannia, of 1715 tons, which was built by Charles the Second. The second rates seem to have increased in size; and it is not to be wondered at, when we find the calibre of their guns to be the same as that used for the first rates; the third rates, indeed, are larger, and so are the fourth rates. The first rates at a medium were about 1600; the second 1370; the eighties 1200; the seventies 1047; the sixties 876; the fifties about 650 tons.

As the old practice of carrying guns of dissimilar calibres was now laid aside (it had continued, probably, till some time in the reign of Charles the First, when the Royal Sovereign was built), it may be curious to see, as summarily as possible, the state of them in each age, so low down as 1709. I observed, I think, that the calibre for the first and second rates were the same, which is rather surprising, as the disproportion in their tonnage was considerable; the medium of the first rates being about 1600, and that of the second rates only 1370. I must be allowed the liberty of observing, that I think too little attention hath been generally paid to this difference of tonnage, even in Ships of the same class; some of our first rates, even at present, though larger by more than two hundred tons, carry the same calibre of guns uniformly, without any attention to the difference in their size.

But to return to the calibres in 1709: the first and second rates carried thirty-two pounders on the lower deck, eighteen pounders on the middle deck, and nine pounders on the upper or main deck; the Ships of eighty guns carried only twenty-four pounders on the lower

deck, twelve pounders on the middle deck, and six pounders on the upper or main deck; the seventy gun Ships carried twenty-four-pounders on the lower deck. In the beginning of William's reign they carried only eighteen pounders on that deck, and only nine-pounders on the upper deck; the sixty gun Ships carried eighteen-pounders on the lower, and nine-pounders on the upper deck; the fifties twelve-pounders below, and six-pounders on the upper deck; the fifth rates nine-pounders below, and six-pounders on the main-deck. The frigates were certainly too small for the quality and number of their guns, being generally only about 260 tons, and yet carrying twenty-four guns, twenty of them six-pounders, and four of them four-pounders. Our sloops, at this time, upwards of 300 tons, carry only fourteen, and some few sixteen six-pounders.

With the greatest diffidence in my own opinion, and ready submission to professional men, I must beg leave to observe, that the weight of the guns allotted to the sea service, hath been too heavy for the size of the Ships, as perhaps the following instance may evince:

In seven years after this establishment in 1709, viz. in 1716, a new one was directed to be made by the Flag Officers, of whom Byng, afterwards Lord Torrington, was president. Such a respectable authority makes me cautious of insisting on my own opinion. This new order for the ordnance, without any considerable increase in the size of our Ships, which, indeed, could not have been of much consequence in two years, (for by a list of our Navy in my hands in 1714, I find the Navy consisted very nearly of those given in 1709,) this new regulation, I say, directs the first rates to carry guns of forty-two or thirty-two pound ball on the lower; twenty-four pound on the middle deck; and twelve pound on the main deck. The old calibres are retained for the ninety gun Ships, but those of eighty were to have thirty-two-pounders on the lower deck instead of twenty-four pounders; the seventy gun Ships were to carry twelve-pounders instead of nine-pounders on the upper deck; the sixties to carry twenty-four-pounders on the lower deck instead of eighteen pounders; and the fifty gun Ships eighteen-pounders on the lower deck instead of twelve-pounders, and nine-pounders instead of six-pounders on the upper deck; and the forties, instead of nine-pounders on the lower, were to carry twelve pounders; a most amazing increase in the size of the guns, with scarcely any in that of the Ships.

A long peace made us inattentive to the farther improvement of the Navy. We idly imagined that the neighbouring Powers had been as remiss as ourselves; and that our own Navy, still equal to what it had been, was still as able to combat their's as ever. But the action that took place in the Mediterranean in 1742, when Matthews and Lescock commanded our fleet, convinced us of our error. In that



memorable engagement, we supposed, by having a greater number of Ships that we had also an acknowledged superiority of force; but we saw with surprise how active our enemies had been, and what advantage they had taken of our indolence; for our Admirals, from the inferior size of those Ships, were obliged to order all our fifty gun Ships out of the line, though eleven in number, and always deemed Ships of the line, and taking their station as such in all engagements, and placed them among the frigates; nay, the very sixty gun Ships, many of which were not much above 900 tons, were very poorly equal to such honourable service, being not bigger than some of our present frigates of thirty-six guns, which are about 940 tons.

Soon after this we had the good fortune to capture the *Princessa*, a Spanish ship of seventy guns, and above 1700 tons, at a time when our own *three seventy gun Ships* that took her, were under 1100 tons each. Our eyes were then opened; and we found it necessary to increase the size of our Ships and guns, if we wished to meet the enemy on equal terms. This was done, though very inadequately every way, by a new establishment in 1745; which I beg leave to insert here, as it will furnish matter for some other observations.

## ESTABLISHMENT IN 1745.

| Number of guns                           | 100   | 90    | 80    | 70    | 60   | 50    | 44     | 24   |
|------------------------------------------|-------|-------|-------|-------|------|-------|--------|------|
| Keel for tonnage                         | 144,6 | 138,4 | 134,2 | 131,4 | 123  | 117,8 | 108,10 | 93,4 |
| Extreme length of keel                   | 178,1 | 170   | 165   | 160   | 150  | 144   | 133    | 113  |
| Extreme breadth                          | 51    | 48,6  | 47    | 45    | 42,8 | 41    | 37,6   | 32   |
| Depth in hold                            | 21,6  | 20,6  | 20    | 19,4  | 18,6 | 17,8  | 16     | 11   |
| Draught of water                         | 22,3  | 21,1  | 20,4  | 19,4  | 18,3 | 17,2  | 16     | 12   |
|                                          | 23,5  | 22,3  | 21,6  | 20,6  | 19,5 | 18,4  | 17,2   | 14   |
| Height of the lower cell of the gun-deck | 5,3   | 5,5   | 5,4   | 5,4   | 5,11 | 5,11  | 5,2    | 7,9  |
| ports in midships                        |       |       |       |       |      |       |        |      |
| Burthen in tons                          | 2000  | 1730  | 1585  | 1414  | 1191 | 1052  | 814    | 508  |

Considerable as this increase in the size seemed to be, it was soon seen that our vessels were too small to bear the guns with which they were overloaded. The same error that occurred in the establishment made by Byng was repeated. Our first rates were ordered to carry forty-two-pounders, which seemed to have been optional only by him, on the lower deck; the nineties to carry twelve-pounders upon the upper deck instead of nine-pounders; the eighties to carry eighteen-pounders and nine-pounders on the middle and upper deck, instead of twelve-pounders and six pounders; the seventies (a great rise indeed, as they were only about 200 tons each bigger than the former establishment) to carry thirty-two-pounders and eighteen-pounders on the lower and upper deck, instead of twenty-four-pounders and twelve-pounders; the sixties to carry twenty-four-pounders and twelve-pounders, instead of twenty-four-pounders and nine-pounders. These

perhaps, they could bear, but the fifties were certainly too much loaded, as they were to carry twenty-four-pounders and twelve-pounders, instead of eighteen-pounders and nine-pounders. The forties are more equal to the calibre of their guns; for though not much more than 100 tons less than the fifties, they carry only eighteen-pounders and nine-pounders. The Ships, therefore, built by this establishment, proved, in general, very crank, and bad sea-boats. They have been gradually much enlarged since.

Sir Walter Raleigh recommended that the Ships should carry their midship guns four feet from the water. We have now improved, by the above table, what he seemed to think was sufficient; for even our three deckers carry them fifteen inches higher, and our two deckers, except the forties, about twenty inches higher out of the water. Perhaps this would be sufficient, if we could depend on their truth in *practice*; but that is not the case, for our present Victory, although such an excellent Ship in every other respect, carries those guns only about four feet six inches, being nine inches less than the calculation from her draught should give her. These nine inches are material, not only by disabling her *often* from using her lower deck guns; but, by immersing that quantity of her body in the water, must *permanently* affect her sailing and working.

As we continued to take, both from the French and Spaniards, a great many Ships, we found that we were still very short of the magnitudes to which they had increased theirs. We found that the weight of our guns was too great, and that we must either lessen their calibres, or build Ships more able to carry them. To meet our enemy on equal terms we could not do the former; the latter hath therefore been chosen: for it was ridiculous, surely, to put on board vessels of 1414 tons, calibres that the French and Spaniards employed in vessels of above 1700 tons.

It is possible, however, to exceed the limits that experience seems to tell us should be observed in the calibre of our guns for sea service; for we may be assured, that all weight above water, that is not strictly useful, is detrimental to the Ship, and injurious to the service. This was, perhaps, the case of our forty-two-pounders; they were unmanageable guns, and loaded the vessel unnecessarily; for a calibre of thirty two pound could be loaded and fired, at least thrice as soon as that of forty-two pound could twice. These reflections induced the late Lord Keppel to confine himself to thirty-two-pounders on board the Victory, and to establish it generally through the Navy. This calibre is surely equal to any service at sea; twenty-four-pounders are almost the only calibres employed in the land service. The sides of a Ship are not stronger than stone walls; and the force that can demo-

lish and reduce them to a mere heap of rubbish must be very sufficient to batter the sides of any Ship whatever. The Admiral seemed to hope, that by this reduction of the lower deck guns, he could have substituted thirty-two-pounders on the middle deck instead of twenty-four-pounders; but they were found too heavy on trial; and he was contented to preserve the old calibres in that as well as in the upper deck; but, instead of the six-pounders on the quarter-deck and fore-castle, he placed twelve-pounders. It would take some time to calculate whether this addition of weight, so high out of the water, would not overbalance the advantage gained by the reduction below. Perhaps it would have been a more eligible trial whether the same Ship could not have supported eighteen-pounders on the upper deck instead of twelve pounders, especially if the guns on that deck had been of brass, in which case the difference would not have been very great. It certainly would be worth the trial, if the attempt was made with the two first rates now building, the *Ville de Paris*, and the *Hibernia*; which being almost 200 tons bigger than the *Victory*, might succeed with more real advantage than the addition of ten smaller guns now intended for them, especially if the guns on the quarter-deck and fore-castle were reduced to nine pounders, or even six-pounders, the old calibres on those decks, instead of the twelve-pounders now allotted to them. As the chief use of those smaller guns is to cut and destroy the rigging, they might be found as efficient for those purposes as the twelve pounders. The only farther improvement (if I am not guilty of presumption in proposing it) is to add to the importance of our second rates by introducing twenty-four-pounders on their middle deck instead of eighteen-pounders. It is plain, from what I have said, that I am not a friend to overloading a Ship with guns; but I really think this addition may be made with perfect safety to those Ships; for our present second rates are vessels of above 2000 tons. The old *Britannia* and *Royal Sovereign* were under 1900 tons; and even the *Royal George*, so unfortunately sunk at Portsmouth, was only 2045. These Ships carried forty-two pounders, twenty-four-pounders, and twelve-pounders. Surely the trial may be made, therefore, with Ships of the same size, carrying ten guns less. I should hope to see the fifty gun Ships either made bigger, or the calibre of their guns made less; for I must be allowed to think them too small for the latter at present. The Surveyor of the Navy, sensible that the one or the other must be done, seems inclined to recommend the reduction of the calibre, by employing guns only of eighteen pounders on the lower deck: as the French continue to employ guns of twenty four pound and twelve pound only in their sixty-four gun Ships, I should rather (with great deference I say it) wish the Ships were enlarged, and made fit to carry the guns which they have now

done for almost fifty years, though with inconveniency. The fifty gun Ships have always been line of battle Ships, and still take their stations in that service *occasionally*. In our distant services, they are very able to cope with a very large proportion of the Ships used by our enemies, both French and Spaniards, and take a much less number of men; an article of the greatest importance at a time when our other line of battle Ships are so much enlarged, and want so many. I think it may be noted here (though it might have been done with more propriety sooner) that we have lessened our proportion of men for the respective tonnages of our Ships considerably. In the earlier parts of our service their number was generally one half the tonnage; it is now, and hath long been, only about one third.

Much hath been done, and our ancestors would be surprised at the several improvements that have been made in our Navy. Perhaps all hath not been done that would accomplish it; but the bigotry of old practice opposes every thing that looks like *innovation*. I do not recommend the adoption of every new whim; it is only from *experiment* that I wish to see the adoption taken; but even experience is sometimes too weak to combat old prejudices. Speculative men may propose, but till trials have been made of the *utility* and *practicability* of what they propose, it is wisdom not to receive them. Du Hamel, in his excellent treatise, "Sur la Corderie," hath given a remarkable instance of this strong opposition, even to *experiment*. This old philosopher, on very philosophical principles, imagined, that in the common practice of twisting cordage away one third, viz. 180 fathoms to 120, in the instance of cables, &c. the cordage was only weakened by this extraordinary tension, many of the strains being broken by it, a great consumption of hemp incurred, a greater weight added to it aloft, and a greater difficulty occasioned in passing through the pulleys by the hardness of the twisted body. Under these convictions, he proposed to the French Government, about 1740, to fit out some frigates, with all the cordage employed on one side of them twisted according to the old practice, while the cordage employed on the other side of them should be twisted away *only* one-fourth, according to his ideas of it. Thus differently fitted out, they were sent one to Cape Breton, another to Martinico, where they remained some time. On their return to Brest and Toulon, in the presence of the officers of those yards, and many able seamen, the state of the two cordages was minutely examined. The report was strongly in favour of Du Hamel's cordage. Strong as this report was in favour of Du Hamel's method, it has never been adopted in the French service, which *almost* inclines me to suspect some want of candour in Du Hamel.



However, after such a solemn, and, seemingly, a fair trial, both in a southern and a northern climate, it offers such advantages as to make it worth a trial in England; and I have reason to think it will be made here.

Another improvement seems to be taking place. We have been fond of increasing the number of our guns. This hath induced us to give one gun more on the middle and upper decks than on the lower deck, without reflecting that this advantage was gained by placing the additional gun on a false bearing, where it could have no strength from the keel, as the lower deck guns had. By thus loading the two extremities (for the same error, if it is one, was practised abaft likewise), the pressure became violent on the two ends of the keel, and produced in time what the seamen call a hog-back, or a considerable rising in the middle, and a depression at the two extremities of the keel. Few of our Ships that have been built any time escape this evil. That excellent Ship the *Victory* particularly labours under it. It hath been now corrected, as my excellent friend, the present Surveyor of the Navy, assures me, in the new *Royal George*.

The size of our Ships seems now to have reached nearly its ultimatum; for Nature herself, in some measure, fixes its limits. It is *man* who is to navigate and manage them, and unless our bodily strength could be increased likewise, every manœuvre on board them must be conducted with difficulty and delay. For though the mechanic powers are almost boundless, the application of them, for the purposes of navigation, is more confined. The cordage, when made larger, will be rendered difficult to pass through the pulleys, and so large, at last, as not to pass at all. Timber, the growth of nature, as much as man, cannot be made to grow larger, and the very element (in harbours at least) in which they are to navigate, hath only certain depths that cannot be increased. And let it be remembered, as a certain axiom in mechanics, that what we gain in *power* we must be contented to lose in *time*. Every operation on board will therefore become laborious, dilatory, and even uncertain.

The French, indeed, have latterly built a Ship of a most extraordinary size, 172 feet keel for tonnage, by fifty-five feet nine inches, by the beam, tonnage about 2850 tons; but she is pronounced to be entirely unfit for service, and hath never been out of harbour; and the Spaniards are said (and that by such a respectable authority as that of the Marquis del Campo) to have built one still larger; but the Spaniards, on sending this unwieldy monster to sea, found that she must have been lost, if they had not had the precaution to send out two other Ships with her, which towed and brought her back again.

The art and industry of man hath been sufficiently evinced, in having traced this gradual progress from the first simple raft, or a few logs of wood tied together to pass a *single* man over some considerable river, up to our present first rates of above 2300 tons, able to carry eleven or twelve hundred men, with every accommodation, and a numerous and heavy artillery, across a turbulent, tempestuous ocean, for many months.

Among the many exertions of human wisdom, few equal, none surpass, the skill and knowledge that have been displayed in the whole business of navigation.

If our Ships should be made a great deal larger, they might answer the purpose of parade and vanity, as in the cases of the two Ships built by the French and Spaniards, and I think it may be fairly added of the memorable *Quadráginta Remes* of antiquity.

Our first rates are now above 2300 tons; our second rates above 2000; and one of them even 2100 tons; our eighties from 1900 to 2000 tons; our seventies from 1700 to upwards of 1800 tons; and our sixty-fours of above 1400; with calibre of guns that they now can bear very well.

But this gradual progress cannot be better ascertained than by giving the states of our Navy through the different periods I have mentioned. Henry the Eighth left a Navy of 10,550 tons, consisting of seventy-one vessels, whereof thirty were Ships of burthen. Edward the Sixth had fifty-three Ships, containing 11,005 tons, whereof only twenty-eight were above eighty tons. Queen Mary had only forty-six of all sorts. Queen Elizabeth's consisted of 17,030 tons, whereof thirty Ships were of 200 tons and upwards.

The pacific reign of James the First, is not more brilliant in the Ships than, perhaps, in the other parts of it, having added only 1596 tons to the Navy left by Elizabeth. Of both these only eighteen were Ships of 200 tons and upwards. Charles the First added only nine Ships, besides the *Royal Sovereign*. But in giving this last he did great service to the Navy, by increasing the size as well as improving the form of building them. Charles the Second, in 1684, enlarged the number as well as the size of them to 100,385 tons; one hundred sail of them of the line. In 1697 it was increased to 168,224 tons, 121 line of battle. At the end of Anne it was 147,830 tons, 131 line of battle; in 1730, 160,275 tons, 126 line of battle; at the end of 1745, 165,635 tons; but at the end of 1782, when the American war ended, during which Great Britain had the united naval force of France, Spain, Holland, and the American States, to contend with, and did it with honour and success, the exertion was indeed extraordinary; for our Navy consisted of 491,709 tons, 615 vessels, whereof

164 were of the line, although they had increased nearly to their present magnitude.

Answerable to this increase of the ships was the number of our seamen; for instead of 40,000, the usual allotment voted for the Navy during the reign of Queen Anne, and long afterwards, the astonishing number of 95,000 were frequently borne and employed on board it during the heat of the American war; and yet we found that the merchant service was not materially hurt by that excessive number for the naval service. Our insular situation naturally disposes us to trade. Exposed to no invasion but what must be made from the sea, we saw our country destroyed by a set of daring rovers, for want of a sea force to repel them. As soon as our wiser Princes, in the early parts of our history, had provided this protection, the Normans, Danes, &c. ceased to disturb our tranquillity.

We have still no danger to dread but what must come to us by that element, from which our Navy alone can secure us. Our Navy must depend upon our commerce. Thus united, borrowing and giving strength to each other, I hope all the future accounts of our Navy will long continue to give the same satisfaction to a good Englishman, that the present flourishing state of it affords us.

R. WILLETT.

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PLATE XXXV.

*View of English Harbour, Antigua, taken by Mr. Pocock, from a Drawing made on the Spot by CAPTAIN WALTER TREMENHEERE of the Marines, now serving on board the Sans Pareil, Lord Hugh Seymour.—Captain Tremenheere has rendered us very important Services by his judicious Observations, and valuable Communications. A View of Penzance appeared in our First Volume, from a Drawing by the same Gentleman.*

THE entrance to ENGLISH HARBOUR is difficult and narrow; and resembles that of MALTA. You give the Ship good way through the water, clue all up, and shoot her in to an anchorage; from which she is afterwards warped to that part of the harbour she is destined for. This harbour, which is the most secure of any in the West Indies, when once entered, is on the south west of the island of Antigua, a little to the east of Falmouth Harbour. The late Admiral Knowles was the first Officer that ever attempted to bring a Ship of the line into this harbour. St. John's is the next in point of size.

The island of Antigua, situated in longitude 61. 28. W. Greenwich, latitude 17. 12. N. is upwards of 50 miles in circumference: it

contains 59,838 acres of ground, of which 34,000 are appropriated to the growth of sugar, and pasturage annexed; its other principal commodities are cotton, wool, and tobacco. Antigua was discovered at the same time with St. Christopher's, by Columbus himself, who named it after a church in Seville—*Santa Maria de la Antigua*. Ferdinand Columbus informs us that the Indian name was *Jamaica*. In 1632 some English families cultivated lands here, and began to plant tobacco: its increasing prosperity was principally owing to Colonel Codrington of Barbadoes, who removed to Antigua about the year 1674.

The quantity of sugar exported from this island, as Mr. Edwards informs us, in some years is five times greater than in others:—thus in 1779, 3,382 hogsheads and 579 tierces were shipped; the crop in 1782 was 15,102 hogsheads, and 1,603 tierces; and in the years 1770, 1773, and 1778, there were no crops of any kind.

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LETTERS addressed to Sir CHARLES MIDDLETON, Bart. on his Hints for the Improvement of Naval Architecture.

BY SIR SAMUEL STANDIDGE, KNT.

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HINTS proposed by Sir CHARLES MIDDLETON.

Experiments are wanting on the proper height of masts and squareness of yards, some contend for one and some for another; but no comparative trial has been made within my knowledge, though many have applied in favour of one and the other.

On the best construction of capstans for purchase and safety.

The best kind of pumps for general use, the number for each class of ships, and the best places for fixing them.—*Mem.* Chain-pumps are not to be relied on in time of danger.

Rollers for hawse holes.

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SIR CHARLES MIDDLETON,

Hull, April 10th, 1800.

IF the observations I have made in the masts, sails, and ropes of shipping will be of use to the public, it will give me great satisfaction. In the year 1755, I bought a French merchant Ship, of 450 tons admeasurement: it was reported she could not sail fast, so I conclude she was over-rigged, &c. The first thing I did to her in Greenland Dock was to reduce her in the rigging, masts, and sails, by shortening the main yard sixteen feet, and all the other yards in proportion; and took the fore top-mast for a main top-mast, took down two pair of shrouds from each mast, two pair of back-stays, and abundance more heavy ropes; and in order to compensate for the can-



was taken out of the square sails, added to her other light sails for fine weather, and by all accounts I had of her, as well as the voyage I was in her to St. Petersburg, she sailed faster than she had done before, and few Ships could sail faster.

In the year 1758, I bought the Duke of Dorset, an East India Ship, 600 tons admeasurement and upwards. I was told by the officers, who had been to India in her, that she was by much the heaviest sailing Ship in the service, and when in company with other Ships much retarded the voyage. I took her from Blackwall into Greenland Dock, and very soon took off her balcony and roundhouse, and shortened her main yard fourteen feet, and all her yards in proportion. I was present when they cut them: they said I had made buttons of them and spoiled them. I took the fore top mast for a main top mast, and reduced the others in the same proportion. When I got her rigged, most of the ship owners of my standing admired her for being so snug, and said she was a complete merchantman. Soon after she was taken up by the Navy Board (and called the Admiral Pocock), and loaded stores at Deptford-yard, and was very deep. When she sailed down to Gravesend, I enquired of the pilot, who was Boatswain of the Sheer Hulk, how she sailed and worked. He said, she sailed faster than any of the Ships that were going down, and came first to an anchor at Gravesend; and when she arrived at Portsmouth, the Master wrote me, she sailed the fastest Ship in the fleet, and so she continued the whole time she was in the service, which was to Belleisle, Martinico, the Havannah, &c. &c.

I have a number of other instances which I can relate, such as rigging large Ships into brigs with short yards, and always found a great improvement in their sailing faster, and with fewer men.

SIR,

*Hull, April 24th, 1800.*

HAVING seen your request for improvement, and particularly on the best construction of Capstans for purchase and safety,—in the year 1758, I had a Ship called the Duke of Dorset, an East Indiaman of above 600 tons admeasurement, which hove her anchors up with a viol and capstan, which I oft found a dead as well as an unsafe purchase: as our complement was only fifty men and boys, I supposed she was too heavy for a pair of windlass. At that time I oft thought of endeavouring to improve the purchase by a wheel, though never put it in practice till about six years ago, when I bought a Dry-dock and a Ship yard, which had always made use of Capstans to heave up their stems and stern frames, framed timbers, beams, and in lengthening a Ship, drawing heavy timber into the yard, &c. which never was done by the capstans without thirty to forty shipwrights, and then by very

low degrees ; which put me in mind of what I some time before thought would greatly improve the purchase of capstans, which was by erecting on different sides of my yard, two wheels of sixteen and eighteen feet diameter. When fixed, I immediately found that two men of moderate weight could draw a greater weight, in any and in all shapes, than twenty men could do at a capstan, and in one fourth part of the time ; and on further consideration, in converting the purchase on board of ships, I have made a model of a wheel on each end of a pair of a ship's windlass, expecting they will act in the same proportion as above described, and with greater safety than heaving with handspikes. I am aware of the inconveniency of dropping them under the deck, which if filled with water at any time, may be run off by a lead pipe into the ship's ceiling, and also the great space between the beams, which may be remedied by framing. The above construction must be very useful for large merchant ships, especially as the same windlass and wheels will or may be made use of for working a crane to load and unload ships, and canting a whale at Greenland, &c. as per model. I suppose it may be objected to in ships of war of a large size, by being too far forward, and the cables of too large dimensions to bend round the windlass ; but I am of opinion the same purchase may be fixed abaft the main mast, and take less room than two capstans one above another, and so to take the viols or messengers too to heave the cable in, and anchors up, with abundantly fewer men, and with greater safety, as I would have them palled every square or eighth cant.

SIR,

*Hull, May 8th, 1800.*

In the year 1785, I had three or four old ships from 350 to 450 tons admeasurement. I used to find great inconveniences in common pumps that were on the ships' quarter decks ; they took four men always to work them, and delivered but little water, which I attributed to the great lift it had to come from the bottom of the hold, about twenty-four feet. I soon after put into my ships two chain pumps, of a good deal lighter construction in the chains and winches than is in the Navy : in that part I found no improvement, either in labour or delivery of water. Soon after I had two pumps put into many of my ships, which had a ten inch bore, in a piece of square fir timber, fixed adjoining to the after part of the other pump well, on their lower deck beams, which had but a lift of ten or eleven feet ; they pumping the water into a pump dill, which went through each side of the ship, above the blacking strake ; the pumps and gear were truly simple, the boxes in common, the spear wood, and worked so near the nozzle, that men could take out chips or stones as they

came up and incommoded the box and clapper : our pump bolts, if I may so call them, were made of ash or hickery, had no iron on the pump neck, nor any on the brake ; and I can truly say, a brake, bolts, and spear, have been nearly in constant use for three months, and that each pump, when worked by three men each, would keep the bore of a four inch dill running in full force ; and in my opinion those last-mentioned pumps are the best for general use.

In the year 1785, I took a voyage in one of my Ships of 400 tons admeasurement, and fifty men, to the Greenland Seas. In the early course of the voyage, my harpooner, who had the command of the watch, run the ship with such force against the ice, that our larboard bow was staved in below the water ; but by foddering, and those excellent pumps, we kept her above water, till we started our water forward, and coiled our cables aft, so brought the hole out of the water, repaired it, and all was well. About a month after, in the latitude of eighty degrees, we were in the midst of very heavy ice, and had killed, and got on board ten whales ; the fishing season being nearly over, in company with several ships, endeavouring to get to sea, when another harpooner run our ship against a piece of ice with such violence as to stave in our other bow, so that our ship was full of water to the hold beams before we could get a sail with fodder over, which, when we did, had a great effect ; two ships came to our assistance, and we lashed to them for fear of over-setting, and with great difficulty and labour in four twenty-four hours (as it is all day in Greenland, we count time in that manner) we got our hole out of the water, and made tolerable tight, so that our pumps betwixt decks were thoroughly exercised by pumping the water out of the hold, and in bringing the ship home ; which I am sure she would not have done without the help of those pumps ; and the same relief I have had in others of my ships.

I am of opinion that four of those pumps may work in less room, both in the pump well and winches, than the common chain-pumps in the Navy ; and if a pump well with four other pumps was made on the fore part of the main hatchway, so by having a number would prevent any material accident, particularly such as if a chain-pump gives way ; I would recommend them to be fixed on a ship's lower deck, and in such a manner, that the sailors can only draw them ; I mean, that they cannot strike them.

I am of opinion rollers in or near the hawse holes are a great relief to the purchase of weighing a heavy anchor out of the ground and heaving it up, as I think a roller should be so fixed as to act only in part, for fear of any accident from it.

SIR,

*Hull, May 20th, 1800.*

AS it is still a doubt whether cable or shroud-laid cordage is the best for standing rigging, and what is the most efficacious mode of preserving it from the weather without injuring the materials.

During my long practice in the use of cordage, I have oft examined and taken particular notice of the wear of standing rigging, and have used hawser-laid and four strond shroud-laid, as also three strond shroud-laid rope for standing rigging.—I have found the cable-laid rope to be so full of cavities, that it admitted of a great deal of water, which has frequently occasioned a decay; and I am of opinion, it has not the strength of a three-strond rope, owing to its having so many small stronds twisted into a hawser.

As to the four strond shroud-laid rope for standing rigging, it has generally about one eighth part of the weight and substance in the middle of the rope, called a goke, in order to make it round, which either by stretching and want of air, or by being made of inferior hemp when the four strond rope is opened, I have always found it to be rotten, and to have decayed in some measure the four stronds.

The three strond shroud-laid rope, well tarred with Swedes or Stockholm tar, and laid short, so as the tar will sprout out to fill up the secret cavities, and after stretched, when in use, to keep the leys or cavities filled with Stockholm tar, is the best means of keeping out the weather, and not injuring the materials. I have had sets of standing rigging (after oft examining, once fresh parcelling, and serving round the mast-heads and foot-hook-staves, and fresh seizing in the dead eyes) of three strond shroud-laid rope, in constant use fourteen years; and in my opinion the three strond shroud-laid rope is the strongest and best for standing rigging.

## BLOCKS.

It has been an old standing maxim with me, that large thin-sheaved blocks, and small running ropes well housed in the blocks, are of the greatest use, though there may be occasion of renewing them; and running cordage, having a moderate quantity of fine tar in the yarn, is a means of keeping them soft and limber in a northern climate, which causes them to bend and run through the blocks with greater facility.

## BUOYS.

I am of opinion that Cann Buoys to swim the buoy-rope, and to watch in a tide way, are the most buoyant, but very cumbersome to get into a boat or launch, or to haul up a Ship's side.

Therefore I would give the preference to a Nun Buoy, as being handier to get into a launch, to haul up a Ship's side, or to carry a rope too, to haul a ship round in a calm, and to take the turns out of the hawser, when a ship is moored, or in transporting ships.



ON THE MARITIME CHARACTER OF  
THE MODERN GREEKS.

*From a Sentimental Journey through Greece. In a Series of Letters, written from Constantinople; by M. de GUYS, of the Academy of Marseilles, to M. BOERLAT DE MONTREDON, at Paris.*

*Translated from the French by JOHN RUTHERFORD, Esq.*

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THE Greeks, who received their sciences, arts, fables, and romances, from Egypt, imbibed also that attachment to ancient customs, which still distinguishes the Egyptians; together with their inclination for MARITIME COMMERCE.

The Greeks, as formerly, first embark upon short Voyages; and, as their correspondence increases, extend their dealings to remoter parts. Men of property are almost universally engaged in commercial pursuits. Though this people have not yet arrived at such profound knowledge in the art of trade, to be enabled, like ourselves, to treat of it in a scientific manner, nor to furnish any essays on the subject. Nevertheless, guided by experience, and following the steps of former adventurers, they carry on their affairs with great gain to themselves. They have a public place, or exchange, where, like their ancestors, they make contracts, and transact every other branch of commerce.

In ancient histories of Greece, you will find the names of very great personages of antiquity, enrolled among the sons of commerce. The sage Thales, Plato, Hippocrates, and the legislator Solon, had all been merchants. Zeno, chief of the Stoics, was the son of a Cyprian merchant. Sappho also, the sister of Charasus, a dealer in wine. A travelling merchant first discovered the value of Homer's poems \*, and took the pains to collect them. In a word, Hesiod himself gives lessons to his brother on the article of commerce †.

If Herodotus is to be credited, the Lydians were the first who coined gold and silver ‡.

The custom of merchants assembling in some public place for the purposes of traffic, is of very ancient date in Greece. This we learn in Herodotus, from the answer of Cyrus to the Spartan ambassadors: “ || I never,” said he, “ entertained the least fear of those men, who

\* Plut. Life of Solon. Histoire Critique de la Philosophie, t. 2. p. 402. Vie d'Homere, par Madame Dacier. Vie de Sappho, par la même.

† The Abbé Bergier has lately favoured the world with a French translation of this poem.

‡ Herodot. l. 1,

|| Ibid.

have a place in their city, where they assemble to deceive each other by the grossest perjuries.”

These words, says the same author, alluded generally to the Greeks. For every city in Greece had some place appropriated to the purpose mentioned by Cyrus.

What Cyrus insinuates concerning the perjuries of the merchants, refers to the ancient method of making bargains or contracts. A practice still in force among the Greeks. As soon as the buyer and seller come to an agreement, the manager or broker joins their hands; which is of the same efficacy with an oath in binding the bargain. In conformity to this practice, we find engraven on the ancient monuments, and particularly on the intaglios, two hands united; which were, doubtless, designed as the emblem of commerce \*.

This custom is not confined to the Greeks. We find it prevail in all nations, where any traces remain of the plain-dealing and honesty of the ancients.

Herodotus tells us, the Carthaginians informed him there was a place in Africa, on the other side of Hercules's pillar, where merchants sometimes sailed with their vessels. There, says he, they unload the cargoes, and after spreading the several articles of merchandize upon the shore, return to their Ships and make large fires, in order to procure a thick smoke; by which the people of the country are informed of their arrival. This signal being perceived by the natives, they come down to the place where the commodities are deposited. Having examined those, they leave a certain quantity of gold and silver, according to their idea of the value of the goods, and retire to a considerable distance, almost out of sight of the place. The merchants afterward go on shore, to see if the gold and silver left by these people are a satisfactory exchange for their goods. If they are not content, they retire again to their Ships. The natives then return and add more gold and silver; repeating the former ceremonies with additions until the merchants are satisfied. Each party is strictly careful not to damage or take away any part of the commodities deposited by the other, until both are mutually agreed upon the exchange †.

The caravans of Tunis and Morocco truck their goods in the same manner with the countries of Tombut and Galam. The Morroquins bartering their salt for the gold of those nations ‡.

\* If M. Mariette had been an eye-witness of what is practised in Greece, he would not have neglected, in the learned explanations he has given us of several intaglios, and of those figures which were the symbols of agreement and good faith in matters of commerce, to mention, that where the two hands are joined, they represent a bargain concluded between two merchants, in presence of Mercury. *Traité des Pierres Gravées*, t. 2. p. 30.

† Herod. t. 2. l. 4.

‡ Relat. de Roland Frejus de Mannol. t. 2. l. 3.

The Greeks generally entertain a strong propensity to commerce. The poorest cruise from one island to another; while those of more extensive capitals enlarge the bounds of their commerce to Egypt and the Black Sea. Some of the great merchants trade to the East Indies by the way of Bassora, and bring from thence calicoes and stuffs of various kind. Others hold a correspondence with Russia for skins, furs, &c. The Greeks, like the Ragusans, having no inclination for extravagance, live at a very small expence, as the most certain method of gain. Those who cannot find encouragement at home, seek an establishment in Holland or Venice. I went a passenger to Smyrna, with a Greek newly arrived from Martinico, who made a voyage to that island every year.

The Greeks are not only good merchants, but excellent artificers. They have established several manufactories at Scio; where stuffs are made, exactly resembling those of India, Persia\*, and even of Lyons. Besides these articles furnished at Scio, they make carpets of a very superb quality at Salonica, and at Smyrna. Cyprus is famous for coverlets; as Candia is for soap and oil. Santorin produces a kind of cotton stuff called dimity. And at Tinde they make silk stockings. In the days of ancient Greece, Samos and Miletus bore the reputation of excelling in coverlets; Sicily in cheese; and Argos produced the best metals.

The Greeks were early acquainted with the art of navigation, which may be gathered from the number of vessels † they fitted out for the expedition against Troy. The passage from island to island in the Archipelago, and again to the adjacent continents, was not very difficult, by reason of the vicinity of those places. Commerce was then carried on by barter, or exchange of one commodity for another. The merchants who furnished the Greeks with wine from Lemnos, during the siege of Troy, received in return brass, iron, skins ‡, &c.

You are not ignorant, that thieving was no crime among the ancient Greeks, but a calling of ingenuity and industry. Being an employment held in no disgrace, the earliest navigators became thieves of the first rank, under the denomination of pirates. The uncivilized Greeks of the present age, who have preserved the simplicity of ancient man-

\* Formerly the Persians supplied all the silks and stuffs. The Emperor Justinian proposed to the Kings of Ethiopia, and the Ommerites, to buy silk from the Indians, assuring them they would be great gainers by that commerce, and that the Greeks and Romans had no other view in recommending it, but to avoid letting their money go into the hands of the Persians, who were their perpetual enemies.—Procopius, on the Persian War. El. 19.

† It is said they amounted to twelve hundred. But what sort of Ships?

‡ Iliad. l. 7. v. 491, 492. Origine des Loix, t. 2. p. 310.

ners, are now the pirates of the Archipelago. In consulting Homer upon the customs of the primitive Greeks, we have the purest source of knowledge on that head ever before us.

Ulysses, having touched at the island of Pheacia, Euryalus was desirous of provoking him to enter the lists with him; either in the skilful management of the lute, or the swiftness of the course. But Ulysses declining to engage in either, the young Euryalus, who was of a very passionate disposition, made use of these rude expressions:—"I am then to consider you as one of those ship-masters who pass their lives in going about from place to place to traffic or rob; or in the still more despicable light of a purser of the vessel; one who keeps a register of stores and prizes \*."

The Greeks are in some measure seamen by nature. The Turkish Ships of war are manned with them. They make use of the compass, but have no charts to direct them; and are therefore obliged to trust to their knowledge of the coasts for the safety of their navigation. Of course they never venture far from land. The greatest part of their Ships resemble those of the ancients, having but one mast, which is crossed with very long yards. They have also great sails and a high flat poop, sometimes ornamented; the prow projecting like that of Theseus' Ship, described in the paintings of the Herculaneum †. You will frequently see a Greek situated on the poop of his *Volik* ‡, sailing on that beautiful canal the Black Sea, the coasts resounding with his lyre; while a favourable wind, swelling the sails, wafts him along the water with a pleasing rapidity. No man can view this scene without imagining he exists in the finest age of Greece.

In short, to shew you the resemblance between the ancient and modern Greeks; and that there is no better way to explain the former than by a faithful description of the latter; follow M. Spon || to Massa-longi, or to Ithaca, formerly the kingdom of Ulysses. There you may see the *Menaxylon*, built exactly upon the model of the ancient Greek vessel, whose name it likewise retains. These boats are formed by excavating the trunk of a large tree, and are worked by a single person, with two oars §.

The boats of the ancients, whether for the sea or the river, were constructed after the same model ¶. Such, at present, are the canoes of the savages in Asia, Africa, and America. ---

But fishery, which was the prelude, and, if I may be allowed the expression, the apprenticeship of navigation; which from the line to

\* Odys. l. 8.

† Tom. 2. pl. 14.

‡ A Greek vessel.

|| Tom. 1. p. 134.

§ See la Description des Pierres Gravées de Stock, p. 320.

¶ Tunc almas primum fluvii *Indis* cavatas.—Virg. Georg.



the harpoon \*, offers us more amusement with less fatigue, than perhaps any other species of entertainment ; which occupies from the smallest boat to Ships of the greatest burthen, and draws forth the means of subsistence to an infinite number of persons : fishery has succeeded in proportion to the advancement of agriculture, and followed it step by step. One of the finest poems that ever was handed down to us from the Greeks, was written in celebration of the art of fishing : a poem so much esteemed in the age that produced it, as to obtain, for the lines of which it was composed, the appellation of Golden verses †.

Whole nations have followed the art of fishing, as their only means of support ; in the same manner that others have derived their subsistence from the pursuit of terrestrial animals ‡. The latter, being the most healthful and agreeable exercise, and the success attended with greater *ecbat*, has been in all ages the principal diversion of youth, and the favourite sport of princes and heroes. While, on the other hand, fishery has been generally the profession of the meaner sort of people, and attended with greater danger. It often becomes necessary, for a profitable capture of fish, to put out to sea, where men have not the same opportunities of shewing their skill and address. Fishery, therefore, for these reasons, was left in the hands of those whose lives appeared to be of less value to society.

The Greek fishermen, described in the history of former times, or on the monuments of antiquity, are exactly represented by those of the present age, who are provided with the same kind of implements as their predecessors. Being, in general, more skilful and industrious in their profession than their neighbours, they are also more successful. Although the Alexandrian Sea abounds with fish, the Turks are frequently in want of that article ; while the Greek fishermen of the Archipelago and the Black Sea have always sufficient to supply the demand.

When I shall have mentioned to you some few instances from history, and the works of the ancient Greek Poets, you will soon recollect, that we owe the discovery of the famous gold tripod of Helen to some fishermen of the island of Cos. By a lucky cast of the net they acquired this valuable property, which they sold to the inhabitants of Miletum. The purchase would have produced a war between the two cities, who contended for the object, if the Oracle,

\* *Hi Jaculo pisces, illi capiuntur ab hamis.*

† Others say, it was on account of the immense sum given by the Emperor Caracalla to Oppian in recompense for this Poem, that it is reported the Poet received a golden crown for every line.

‡ “ *Tugurea conchis et cæteris purgamentis maris instruunt ; ferarum pellibus tecti, et piscibus sole duratis, et majorum quoque belluarum quas fluctus eiecit, carne vescuntur.* ” — Quint. Curt. in Ind.

always consulted in difficult cases, had not cut the knot of discord, by directing them to present the tripod to the wisest man of Greece\*.

On the exergue of the famous cornelian, called Michael Angelo's seal, in the cabinet of the King of France, is represented a fisherman. This, without doubt, is a symbol of the peace and tranquillity the country then enjoyed†.

Some fisherman, accustomed to coast the Mediterranean, was probably the first person who pointed out to our ancestors the spot on which they built the famous city of Marseilles. We are at least authorized to assert thus much, from the opinion of my learned compatriot and fellow-academician, M. Carry‡. He conjectures that the Phœnicians, touching on that part of the coast, discovered a fisherman, to whom they threw a rope, in order to lash their ship to the shore. And the two Greek words, which signify "to fasten," and "fisherman," gave, he thinks, the name of Massilia to the future city§.

(To be continued.)

## NAVAL LITERATURE.

*A Description, with Plates, of the Time-Keeper invented by the late Mr. Thomas Mudge; to which is prefixed a Narrative by Thomas Mudge his Son, of Measures taken to give Effect to the Invention since the Reward bestowed upon it by the House of Commons in the Year 1793; a Republication of a Tract by the late Mr. Mudge on the Improvement of Time-Keepers, &c. Payne, Cadell and Davies, Rivingtons, Dilly, and Richardson. 4to. 1799.—Pages 327. Nine illustrative Plates. Price 1l. 1s. Large Paper, 2l. 2s.*

"Surely, Sir, genius is a scarce plant, and those who obstruct its growth, or blast the fruit it bears, cannot be actuated by quite unexceptionable motives."

(From Page 384.)

MR. WALES has plausibly, but falsely asserted, in his evidence, before the Committee of the House of Commons, that the principles of my father's watches were not good from the beginning, because they had not always gone well. I could not better contradict this assertion, were I to allow that his watches had not always gone

\* Plut. Life of Solon. Val. Max. and Diog. Laert.

† According to M. Baudelot, Mem. de l'Acad. des Inscript. t. 1. See, however, Mr. Marnett's explanation: Recherches pour les Pierres Gravées, t. 2. p. 47.

‡ Of the Academy of Marseilles.

§  $\mu\alpha\sigma\tau\epsilon\iota\nu$ , to fasten:  $\theta\alpha\lambda\epsilon\omicron\varsigma$ , a fisherman.—Fondation de Marseilles, par M. Carry, p. 59.

well, which I do not \*, than by the account of the going of the new one, which I have before spoken of, marked No. 1, and which is at present under examination. The principle of its construction is precisely the same as my father's, and it has not gone well; not because the principle is not good, but because it has not, as yet, been properly carried into execution.

This time-keeper, in September 1796, I lent to my late excellent, and much lamented friend, Captain Burges †, of the *Ardent*, who is known to have taken a lively interest in every thing that promised advantage to that service, to which he was himself so great an ornament. Being exposed in the North Sea to a considerable degree of cold, and having the defect, arising from the want of sufficient proportional power in the main spring, which I have already mentioned, it stopped. The following letter was written to me by Captain Burges upon the occasion.

*Ardent, off the Texel, December 7, 1796.*

I AM much mortified, my friend, in giving you a report of the time-piece you were so good as to lend me, which will be unpleasant to you. I found it gain considerably by the only opportunity I had of observing its rate at Yarmouth, and on the 30th of November, after winding it up as usual at noon, was not a little surprised to find it had stopped. On examining the machine, the cause will probably appear to you, though I cannot account for it, as I was particular in winding it up, which I did myself that day at noon. After Watson joined me on the 30th of September, I had it immediately fixed in a frame on the top of my bureau, where it could not be moved, with a baize covering to go over it, nor has the machine, to the best of my knowledge, been opened.

In the letter you favoured me with respecting it, you mentioned it was slow of Greenwich time, on the 29th of September, exactly one minute, and by the means of two regulators, the day before, it was 1'. 7". 2. The difference on these two days much nearer corresponds

\* If instead of attending to the calculations made by Dr. Maskelyne, upon principles which have been shewn to be fallacious, any competent and candid judge would examine the several registers of the going of my father's three time-keepers, I think he would allow that in all their trials, as well before, as after they had received from him their last adjustment, they have gone well, though with different degrees of excellence.

† To the honour of the character of this great Officer, and most excellent man, let it be recorded, that immediately on the receipt of the melancholy tidings of his having fallen in battle, some gentlemen resident in the neighbourhood of Topsham in Devonshire, which was the place of his nativity, immediately formed a determination of erecting a handsome monument to his memory; a determination, which was superseded by the vote of the House of Commons, that a monument should be erected for that purpose at the expence of the nation.

with what I afterwards observed of its rate, than the rate mentioned, viz.  $+0', 58$ ; as on my arrival at Yarmouth, I had an opportunity on four different days at anchor there (the weather then indeed not very favourable) of taking the mean of several altitudes to see how it agreed with the longitude of Yarmouth, which is laid down at  $1^{\circ}. 40'$ . E. and I found it (after allowing for the minute that it was originally slow) to give me from  $33'$  to  $35'$  each time to the eastward. I had no opportunity, after this, of making any observations to determine its rate; for from the time of our leaving Yarmouth, on the 20th of October, have we been beating about the Texel, sometimes in very unpleasant situations, and have made the land but twice, and then at a distance. I could therefore only observe generally, and which indeed latterly became more apparent, that the machine gained considerably. I therefore applied what it appeared to have gained by the observations at Yarmouth (supposing it correctly laid down), viz. about  $9''$  daily; and making that allowance, it came very near to the longitude we were in. This rate I was the more confirmed in being nearly what it gained, by an observation I made of the  $\odot$  and  $\zeta$  on the 21st of November, when the longitude observed, the dead reckoning, and the longitude by the time-piece (allowing that rate) did not materially differ.

Not being able to procure a thermometer at Yarmouth, I cannot inform you of the temperature it was kept in. The time-piece stood on a bureau in the after cabin, where I sleep, and was so secured, it could not be moved. *The cold is not, I apprehend, likely to have had such an effect, or I should rather impute it to that, the weather being very severe at that time, and the bulk heads having worked loose, I found it extremely cold.*

The day it stopped, I wound it up as usual, soon after meridian, and on referring to it, on setting the watch at 8 o'clock, found it as it now is; and as I think an opportunity will very soon offer after my arrival, (which I am glad to see by our present course, there is an appearance of), of sending it to you by Lieutenant Oliver, whom I can safely trust with it, I shall forward it to you without delay, in hopes to have it regulated, and that you may be able to spare it to me again before we sail.

I shall thank you for a line after receiving it, and shall be much chagrined if you find its stopping is owing to any hurt it has received since it was sent to me, and must request you will debit me with any expence attending it, and at the same time will trouble you to send me a thermometer.

I beg my compliments to Mrs. Mudge, &c. and am, my dear Sir,

Yours very sincerely,

R. R. BURGESS.



Of the four time-keepers that have been purchased for the use of the Navy subsequent to N<sup>o</sup> 2 and 3, I cannot give a good account. It appears, that of the two which were taken out in the *Thunderer* on her sailing for the West Indies, the error of the one which was afterwards removed into the *Astrea* at sea, was one degree at the end of the voyage; and of the other, which proceeded in the *Thunderer*, two degrees \*. But though I would by no means be thought to intimate that this was such a degree of accuracy as was to be expected from time-keepers of this description, it is fair to say, that it was such as rendered them useful machines; for the reckoning of the *Thunderer*, kept by the log, was erroneous to the extent of *four degrees*. And I apprehend, in a West India voyage, Ships have been sometimes out in their longitude, obtained by this method, to the amount of *ten degrees*. While these time-keepers remained in the West Indies with Captain Bowen, their fluctuations were not great, but on their being brought back to England they were evidently much affected by change of temperature; and Captain Bowen finding this to be the case on making the Azores, as to the one then on board the *Thunderer*,—the other having been brought home in another Ship by Sir Hugh Christian,—assigned to it a *new rate*, by which he afterwards made the Scilly Islands with considerable correctness.

The going of N<sup>o</sup> 4, during Lord Hugh Seymour's three months cruise, will have been seen by the reader in the report made by Mr. Whidbey. And although it did not equal Mr. Brockbank's †, and

\* Captain Bowen, the day before they made the island of Barbadoes, determined the longitude of the Ship by the lunar method with great precision; which I mention, that it may not be supposed, that because I am an advocate for the use of time-keepers, I am an enemy to any other method likely to prove serviceable in the attainment of the same important object. The public interest is best consulted by liberally encouraging every method of acknowledged utility.

† The account given of the going of this time-keeper of Mr. Brockbank's in Mr. Whidbey's register, induced me, when I returned the register to Lord Spencer, to whom I was indebted for the loan of it, to express myself respecting it in the following manner. *With respect to Mr. Brockbank's time-keeper, I very freely acknowledge, that if the comparative intrinsic excellence of the machines could be determined with certainty by this trial, I see little cause to claim a preference on behalf of my father's. And if this time-keeper should continue, as a permanent thing, to manifest the same excellence of performance, and is as little liable to derangement from the firmness of its several parts, it ought to be held in equal estimation with my father's.* I am informed, however, that after this time-keeper, which was a borrowed one, was returned to the gentleman to whom it belonged, it did not go with the accuracy it had manifested during the time it was at sea. Another time-keeper made by the same artist, the property of his Royal Highness the Duke of Clarence, which was brought from the West Indies by Sir Hugh Christian, and which I was requested to keep till it should be sent for, was afterwards tried by me for upwards of four months. This watch, which was very admirably executed, went with much correctness from day to day, but its mean daily rate, during this trial, having been—130", it must have retarded its rate, I should conceive, very considerably, from the time it came

my father's two originals, I am of opinion, that it will be long before time-keepers, as a general thing, will be brought to a perfection superior to what was exhibited upon this occasion by the machine in question. But this correctness, it should be remarked, was shewn while it was exposed to no great difference of temperature, and, I have reason to believe, the difference it experienced, was such as had been most correctly provided against, in the adjustments usually made for that purpose; for, by subsequent trials, I have found it liable to be considerably affected by much change of temperature.

The sixth, and last, time-keeper, with which I have furnished the Navy, was the one I sent to the Admiralty, in consequence of the note I received from Mr. Nepean on the 27th of March, 1797. This time keeper, I have since learnt, was taken to sea by Lord Hugh Seymour in the *Sans Pareil*. Whether its performance was good or bad, from the time it was delivered to the 20th day of November fol-

lowing out of the hands of the maker; for it is hardly to be supposed, that any able artist, and from what I hear of Mr. Brockbank, he is very deserving of that character, would put a time-keeper out of his hands so ill regulated, as to be gaining, or losing, upon mean time, more than 20" a day at the most. I feel it a painful task to make any observations on the defects of the works of other artists; but from the treatment my father's invention has met with, and the disposition that has been shewn to state the successes, without making any mention of the failure of others, in opposition to my father's, it is justice, both to his character, and to the public, that I should do so. It will be recollected, that Mr. Maskelyne has said of my father's time-keepers, which in their worst state of regulation, as to one of them, varied only *eighteen* seconds in its rate, in 15 months, that they were more liable to accelerate, or retard their rates, than any others; yet, in the present instance, there is every reason to presume, that Mr. Brockbank's time-keeper, belonging to the Duke of Clarence, must have retarded its rate more than *one hundred* seconds a day; and Mr. Arnold's, in about 15 months, while it was under the care of Captain Durban, accelerated its daily rate more than *sixty* seconds.

Another circumstance worthy the attention of the curious reader, is the character given by Dr. Maskelyne and his friends of the inferiority of my father's time-keepers to those of Mr. Arnold. In the report of the Committee of the Board of Longitude, it was said, that two of Mr. Arnold's time keepers had gone *incomparably* better than my father's. Now of one of these, namely the one that was tried in the years 1779 and 1781, and of the going of which an account has been published, I find that the greatest difference in its rates on any two days in the course of the trial, and its greatest difference on any day and that next to it, are stated, in Chambers's Dictionary, and the Encyclopædia Britannica, as the criteria of its excellence. The following is what appears on this head in Chambers's Dictionary, and what is said in the Encyclopædia is to the same effect. *During 13 months of trial, from February 1779 to February 1780, the greatest difference between the rates at which the watch went on any two days, was 6', 69; the greatest difference between its rates of going on any day and the next to it, was 4", 11.* Now the greatest difference of my father's time-keeper, called Blue, in Dr. Maskelyne's last trial, on any two days, was only 5", 32; and its greatest difference, on any day and the next, only 1", 65. And that these are the most satisfactory criteria, by which to judge of the real excellence of a time-keeper, I have always contended; and, I trust, my opinion will obtain the sanction of the generality of those scientific men, who are conversant with the subject.

lowing, I have not heard ; but I was afterwards informed, by a letter from the Admiralty, that on that day it had stopped, which, from its having appeared to me, during the twelve weeks I tried it, to be superior to all the others I had caused to be made, I concluded must have happened in consequence of its having received some injury. But upon its being sent to me, and put into the hands of Mr. Pennington, it was found to have the defect I have already described, though in a less degree, in the proportional strength of the springs, which evidently was the cause of its stopping. Whether Mr. Whidbey kept an account of the thermometer at the time this happened, I do not know ; but, upon referring to a register kept by Mr. Pennington, I observe, that the thermometer was on that day at Newington, below the freezing point. The defect, which occasioned the stopping of this time-keeper, having been remedied, by increasing the proportional power of the main spring, it is now, as well as Nos 2 and 3, in a proper state to be sent to sea.

With respect to the two sold to the Danish government\*, the one to the Duke of Marlborough, and that to Captain John Bowen, they have none of them performed as they ought to have done. The last appears to have stopped in consequence of oil having been omitted to be put to the balance wheel ; but no considerable errors appeared in the other three till the arrival of winter, when the cold was found materially to affect the regularity of their going.

### Naval Poetry.

Bright-ey'd Fancy, hov'ring o'er,  
Scatters from her pictur'd Urn  
Thoughts that breathe, and Words that burn!

GRAY.

#### ADDITIONAL LINES TO THE PATRIOTIC SONG OF ENGLAND.

—FROM ev'ry latent foe!  
From the assassin's blow,  
God save the King!

O'er him thine arm extend,  
For Britain's sake defend  
Our Father! Prince! and Friend!  
God save the King!

\* When I wrote my letter to the Danish ambassador, and said the greater part of the time-keepers I had caused to be made, had manifested a corresponding excellence with the originals, I thought as I expressed myself ; but further trial has shewn, that I ascribed more excellence to these new machines, than in their then state they had attained to.

FROM THE BIRTH-DAY ODE, BY H. J. PYE, POET LAUREAT.

—YET far from Albion's tranquil shores  
 The storm of desolation roars ;  
 And while o'er fair Liguria's vales,  
 Fann'd by Favonius' tepid gales,  
 O'er Alpine heights that proudly rise  
 And shroud their summits in the skies ;  
 Or by the Rhine's majestic stream  
 The hostile arms of Gallia gleam.  
 Fenc'd by her NAVAL HOSTS that ride  
 Triumphant o'er her circling tide ;  
 Britannia, jocund, pours the festive lay,  
 And hails with duteous voice her GEORGE's natal day.

Yet though her eye exulting sees  
 VALOUR her daring offspring crown,  
 And Glory wafts on every breeze  
 The swelling pæans of RENOWN ;  
 Not from the warrior laurel's leaves  
 The votive garland now she weaves,  
 Sweeter than Maia's balmy breath,  
 Concord perfumes the civic wreath  
 Of flowers embued with dew divine,  
 Which Albion and Ierne twine,  
 To deck his brow whom each with grateful smiles  
 Owns heir of OCEAN's reign, Lord of the British Isles.

NAVAL BALLAD.

BY MR. SOUTHEY.

[In September 1798, a Dissenting Minister of Bristol discovered a Sailor in the neighbourhood of that city, groaning and praying in an hovel. The circumstance that occasioned his agony of mind is detailed in the annexed Ballad, without the slightest addition or alteration. By presenting it as a Poem, the story is made more public; and such stories ought to be made as public as possible.]

HE stopt,—it surely was a groan  
 That from the hovel came !  
 He stopt and listen'd anxiously,  
 Again it sounds the same.  
 It surely from the hovel comes !  
 And now he hastens there,  
 And thence he hears the name of Christ  
 Amidst a broken prayer.



He entered in the hovel now,  
A sailor there he sees,  
His hands were lifted up to Heaven,  
And he was on his knees.

Nor did the Sailor, so intent,  
His entering footsteps heed ;  
But now the Lord's Prayer said, and now  
His half-forgotten Creed.

And often on his Saviour call'd  
With many a bitter groan,  
In such heart-anguish as could spring  
From deepest guilt alone.

He ask'd the miserable man  
Why he was kneeling there,  
And what the crime had been that caus'd  
The anguish of his prayer.

Oh I have done a wicked thing !  
It haunts me night and day,  
And I have sought this lonely place  
Here undisturb'd to pray.

I have no place to pray on board,  
So I came here alone,  
That I might freely kneel and pray,  
And call on Christ and groan.

If to the main-mast head I go,  
The wicked one is there,  
From place to place, from rope to rope,  
He follows every where.

I shut my eyes—it matters not—  
Still still the same I see,—  
And when I lie me down at night  
'Tis always day with me.

He follows, follows every where,  
And every place is Hell !  
O God—and I must go with him  
In endless fire to dwell.

He follows, follows every where,  
He's still above—below ;  
Oh tell me where to fly from him !  
Oh tell me where to go !

But tell me, quoth the Stranger then,  
What this thy crime hath been,  
So haply I may comfort give  
To one that grieves for sin.

Oh I have done a cursed deed,  
The wretched man replies,  
And night and day and every where  
'Tis still before my eyes.

I sail'd on board a Guinea-man,  
And to the Slave-coast went;  
Would that the sea had swallowed me  
When I was innocent!

And we took in our cargo there,  
Three hundred Negro slaves,  
And we sail'd homeward merrily  
Over the ocean waves.

But some were sulky of the slaves  
And would not touch their meat,  
So therefore we were forced by threats  
And blows to make them eat.

One woman sulkier than the rest  
Would still refuse her food—  
O Jesus God! I hear her cries—  
I see her in her blood!

The Captain made me tie her up  
And flog while he stood by,  
And then he curs'd me if I staid  
My hand to hear her cry.

She groan'd, she shriek'd—I could not spare,  
For the Captain he stood by—  
Dear God! that I might rest one night  
From that poor woman's cry!

She twisted from the blows—her blood,  
Her mangled flesh I see—  
And still the Captain would not spare—  
O he was worse than me!

She could not be more glad than I  
When she was taken down;  
A blessed minute—'twas the last  
That I have ever known!

I did not close my eyes all night,  
Thinking what I had done;  
I heard her groans, and they grew faint  
About the rising sun.

She groan'd and groan'd, but her groans grew  
Fainter at morning tide,  
Fainter and fainter still they came  
Till at the noon she died.

They flung her overboard;—poor wretch!  
She rested from her pain.—  
But when—O Christ! O blessed God!  
Shall I have rest again!

I saw the sea close over her,  
Yet she was still in sight;  
I see her twisting every where;  
I see her day and night.

Go where I will, do what I can,  
The wicked one I see—  
Dear Christ have mercy on my soul,  
O God deliver me!

To-morrow I set sail again,  
Not to the Negro shore—  
Wretch that I am, I will at least  
Commit that sin no more.

O give me comfort, if you can—  
Oh tell me where to fly—  
And bid me hope, if there be hope  
For one so lost as I.

Poor wretch, the Stranger he replied,  
Put thou thy trust in Heaven,  
And call on him for whose dear sake  
All sins shall be forgiven.

This night at least is thine, go thou  
And seek the house of prayer,  
There shalt thou hear the word of God,  
And he will help thee there!

## COURT OF COMMON PLEAS, JUNE 12.

SIR WILLIAM PARKER v. THE RIGHT HONOURABLE THE EARL ST. VINCENT.

[The very great importance of this Cause to the Service, and the honourable manner in which it has been conducted,—merely to ascertain a question of right—we conceive it our duty to record in the Chronicle.]

THIS was a case of great importance, not on account of the sum immediately depending, but as it went to decide a point of general interest, which for some time has been disputed between the Admirals of the fleets and the junior Admirals, concerning their respective rights to what is called freight-money. By law his Majesty's ships are allowed to act as merchant ships to the extent of carrying certain kinds of commodities, viz. jewels, or gold and silver. Freight is paid to the Captain of the vessel which carries them. The Commander of the fleet is allowed, on all hands, to have a right to a third of this freight; but when he has junior Admirals under him, they claim a share of this third. The share claimed by them is—when there is only one junior Admiral, a third of the Commander's third; when there are two or more, a moiety of it to be divided among them.

Serjeant SHEPHERD, who opened this case on the part of the Plaintiff, after mentioning these general facts, and stating that the sum contended about in the present case was so small, that it was impossible to suppose that the dispute between the parties, in which this action had originated, was founded upon any motives of personal interest; but, on the other hand, it was clear that the object for which this action was brought was to settle a disputed point of great general importance, proceeded to detail the circumstances of this case; which were admitted on both sides to be—that while the Earl St. Vincent was Commander in Chief of his Majesty's fleet in the Mediterranean, and Sir William Parker served as a junior Admiral under him, Captain John Moore Mansfield, Captain of the *Andromache* frigate, was dispatched by Lord St. Vincent to carry to London a quantity of dollars from Lisbon, which he delivered, and for the carriage of which he received 199l. and a fraction for freight. A third of this freight-money was paid to Lord St. Vincent, and Sir William Parker claimed for himself and the other junior Admirals their share of this third, which Lord St. Vincent refused. The claim of the Plaintiff was founded on a supposed usage of the Navy in similar cases, and Lord St. Vincent had declined acceding to it, he had no doubt, from a conviction that this usage did not exist to that degree to render the claim legal. There is no particular law on the subject to settle the



difference of opinion between the parties. It was, therefore, for the jury to determine, from the evidence he would have the honour of laying before them, whether the usage of the Navy was so general on the point of allowing to the junior Admirals of a fleet, a share of freight-money, as to entitle him to their verdict?

The first Witness called was Admiral Wolsley.—He stated, that in 1762, he commanded the Alarm frigate on the Havannah Station—that Sir George Pocock was the Commander in Chief, and that Admiral Keppel served as junior Admiral under him—that his ship was employed to carry part of the treasure taken at the Havannah to Jamaica—that he was paid the freight of this treasure—that he lodged a third of the freight in the hands of Admiral Keppel's Agent, in Jamaica, by desire of Sir George Pocock, who also desired him to tell Admiral Keppel, then at Jamaica, to remit this third, after deducting his third from it, to his (Sir George Pocock's) Agent in London.—Admiral Wolsley believed this distribution to be the result, not of any particular agreement between the parties, but of the general usage of the Navy.

Lord Hotham was next called: he stated that he served under Lord Howe all the time he commanded on the American Station, from 1776 to 1780, as a junior Admiral; that during that time he had frequently been paid his share of freight-money as a junior Admiral; that this share was, when there was only one junior Admiral, a third of the third of the Commander in Chief; that when there was more than one junior Admiral, a half of the Commander in Chief's share was divided amongst them; that he afterwards had the Command in Chief on the Mediterranean Station upon Lord Hood's coming home in 1794, that there were one or more junior Admirals who served under him during the time he had the command, and that he always paid them a share of any money arising from freight, conceiving it to be their right.

Admiral Caldwell stated that in 1796, he had the command on the West India Station; that during that time he had twice received freight money; that both times he had paid Admiral Thompson, who served under him, a third of his third of the freight-money; and that he would not have paid, nor would Admiral Thompson have received this money, had he on the one hand not thought that Admiral Thompson's claim was just, and Admiral Thompson on the other not thought that he was entitled to it.

Admiral Bligh said, that he had served from 1796 to 1799, as junior Admiral under Sir Hyde Parker on the West India Station; that during the first four months he was the only junior Admiral; and that then he had received a third of his third of all money arising from

freights; that during the remainder of the time there were two or more junior Admirals, and that then the half of the Commander in Chief's third was divided among them, and that this happened in more than a dozen of instances.

Admiral Pole said, that he had served in 1794 and 1795, as junior Admiral under Admiral Harvey, on the Barbadoes Station; that during that time he had received from the Commander in Chief a share of some freight money, but that he did not know what that share was, as he trusted to the known accuracy of Admiral Harvey.

Caleb O'Brien said, that he commanded the Resistance frigate in 1781, on the West India Station; that Admiral Gambier was at that time Commander in Chief on that station, and that Sir Francis Knowles served under him as a junior Admiral; that he then brought home some money in the Resistance; that he received the freight, and paid, by order of Admiral Gambier, his third of the freight to Sir Charles Middleton, his banker; that Sir Francis Knowles, on making up his accounts, found that he had not been paid his share of this freight-money, and demanded it from the witness; that it was taken from the hands of Sir Charles Middleton and paid to Sir Francis; and that Admiral Gambier was afterwards informed of this, and made no objections.

Mr. Hunter said, that he was agent, and had been for many years, for Lord Duncan; and that he had paid on Lord Duncan's account to Admiral Pringle, who served under him as a junior Admiral, some freight money; but that since that time Lord Duncan had received a dozen of times freight-money, and that he had never paid any of it to junior Admirals, though junior Admirals were then serving under him.

This was the substance of the evidence on the part of the Plaintiff to establish the usage.

Mr. PARK, the leading Counsel for the defendant, agreed, that if this usage was established to be the universal and invariable usage of the Navy, the Plaintiff would be entitled to the verdict of the Jury; but he contended that this evidence had not established the fact. He made some animadversions on the testimony which had been given.--- Before the year 1762, the existence of the usage was not pretended to be proved, and Admiral Wolsley's evidence only went to an individual instance which might, for any thing that appeared, be the result of private agreement. Next in order of time was the evidence of Lord Hotham, respecting the usage upon this point, of Lord Howe, in 1776, and from that time to 1780.—He allowed that this might be the practice of Lord Howe, but his practice, however high his authority on all other Naval subjects, could not alone establish a usage to

be universal and invariable. As to the conduct of Admiral Hotham himself, when he had the chief command in the Mediterranean, he would be excused if he could give it little weight, because he might be considered merely as a pupil from the school of Lord Howe, and as adopting the practices of that great and noble Admiral. The rest of the evidence related to later periods, and when in opposition to the facts which had been stated, he could place the opinion and conduct of the Plaintiff in this cause, Lord St. Vincent himself, who certainly had not resisted the demand of his Junior Admirals on any other ground than because he was conscientiously convinced that the demand was not just; of Lord Duncan, who had also resisted such demands; and of the opinion and practice of Lord Hood, whom he would presently have the honour of examining, he thought that the usage, though practised in some cases, was far from being so universal as to justify the demand of the Plaintiff. He would call his Witnesses, and leave it to the Jury to determine from the whole of the evidence, under the direction of his Lordship, whether this usage was proved so as to entitle the Plaintiff to a verdict? He then called Lord Hood, who stated, that he had been sixty years in the Naval service of his country. He had never heard of any claim of junior Admirals upon the third share of all the freight-money paid to the Commander in Chief, till after he returned from the command of the Mediterranean fleet, in 1794. After that time, his agent informed him, that some claims had been made by the junior Admirals who had served under him, to a share of some freight-money which he had received when he commanded on that station. He wrote to his Agent to distribute the shares claimed, but upon hearing that Lord St. Vincent and Lord Duncan had resisted such claims, he began to make enquiries as to the justice of the claim, and in the end demurred to the payment. He had served about a year as junior Admiral under Lord Rodney, in the West Indies, and he himself had never received any freight-money; and afterwards, when Lord Rodney resigned the command, and when he succeeded to it, he had never paid any to junior Admirals. While he commanded at that time, on that station, no freight-money was received, so that it could not be distributed, and he never heard of any being received, when he served as junior Admiral. On the circumstance being mentioned, Lord Hood remembered that Admiral Cosby had once retained a share of some freight-money, while he served as junior Admiral under him in the Mediterranean.

Lord Hood appealed to Lord Hotham, who had served under him as junior Admiral in the Mediterranean, if he had ever paid him a shilling of freight money.—“ I kept it all myself,” said Lord Hood.



‘ You did, my Lord ;’ said Lord Hotham, “ but I thought I was entitled to a part of it.”

Mr. Alford, Agent for Lord St Vincent, said, that since he had been Agent for that Noble Admiral, he had frequently received freight money on his account, before the present dispute arose, and that he had never been authorised, to pay any share of it to junior Admirals, though several had served under Lord St. Vincent at the time.

Mr. Serjeant SHEPHERD replied in a very able manner to the arguments of the Defendant’s Counsel. He reviewed the evidence which had been adduced in support of his case, shewed its inadequacy to invalidate that which he had brought forward to prove the existence of the usage, ably reconciled the testimony of Lord Hood with that of his own Witnesses, put in a clear and strong point of view the substance of their evidence, and insisted that the result of all that had been stated was, that the usage was general in the service of the Navy. His whole address to the Jury was luminous and animated.

Lord ELDON, in his charge to the Jury, entered minutely into the details of the evidence, and stated it clearly as his opinion, upon the whole that had been adduced, that the usage was fully established. If the Jury should be of his opinion, they would give their verdict for the Plaintiff. But, besides this point of fact which they had to determine, he stated, that there is a point of law respecting the consideration upon which the claims of junior Admirals is founded. (Mr. Percival in his opening for the Defendant, and Serjeant Shepherd, in his reply, both shortly adverted to this.) His Lordship thought that considerations upon such claims as this are founded, ought not to be too minutely examined into. If this usage contributes to the good of the service, this consideration ought at once to make it legal. If he was wrong in this opinion, he would have an opportunity of being afterwards set right by a superior judgment to his.

The Jury found for the Plaintiff in 5*l.* 1*s.* and a fraction.

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## CORRESPONDENCE.

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### *TO THE EDITOR OF THE NAVAL CHRONICLE.*

SIR,

PASSING through Woolwich Dock-yard, I observed two officers following each other, who, by the similarity of their uniforms each having a gold epaulet upon the right shoulder, I concluded were of the same rank ; but was surprised, upon inquiry, to learn that one was Captain of a frigate, with the rank of Lieutenant Colonel in the



Army; and the other a young gentleman just promoted, from the Academy at Woolwich, to a Lieutenancy of Engineers. I have understood the intention of the Lords of the Admiralty (when they ordered the Officers of the Navy to wear epaulets) was to give them their proper rank in foreign countries, where epaulets alone distinguish the different gradations; if so, I must think the object was not answered, for the following reasons:

The Lieutenant, with the rank of Captain in the Army, does not wear any epaulet, consequently he cannot be supposed to have any rank.

The Master and Commander, equal in rank to a Major, wears one epaulet upon the left shoulder, which is beneath any rank in the Army.

The Post Captain under three years standing, who has the rank of Lieutenant Colonel, wears one epaulet upon the right shoulder, the same as the officers in the Army with the rank of Captain; and under this was the reason of my mistake; for it is impossible to distinguish the difference of uniform between this rank and that of a Subaltern of Engineers, excepting by very close inspection. The next rank of Post Captains wear two epaulets; but from being the lowest rank that appears as Field Officers, in the idea of foreigners they must be mistaken for Majors; accordingly the Commander in Chief of his Majesty's Navy will be considered as a Brigadier General, reckoning the different gradations under him, who appear by their uniforms to bear the rank of Field Officers.

With all due deference and respect for the Lords of the Admiralty, I beg leave to hint, that to give all the officers of the Navy their proper rank by their uniforms, the Post Captain under three years standing should be allowed to wear two epaulets, and might be distinguished from those of superior station, by having a blue stripe down the strap of each epaulet; the Master and Commander the same, with two blue stripes, or rather a blue strap, with a gold stripe, and narrow gold edges; and the Lieutenant an epaulet upon the right shoulder. This would, in my humble opinion, give each rank their proper discriminating ornaments.

OBSERVER.

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TO THE EDITOR.

SIR,

THE great improvements and new appointments in our Navy, do great credit to the First Lord of the Admiralty: the establishment of a second Master in line of battle Ships, is found to be of great utility; but an idea strikes me, that I think would be of infinite consequence to our Marine, that probably through the channel of your communicative Chronicle, may reach the hands of those in

power, and improve on the hint. The unhappy fate of the *Royal Charlotte* is still fresh in the minds of every body, and the loss of so many valuable lives will be ever regretted by all, and by many the sorrow never to be effaced. Fire on shore is dreadful; but on board Ship the terror and confusion is beyond conception; and as those accidents often proceed from negligence; and it must be allowed by all nautical men that there is a great deal of carelessness in fire and candles, particularly the latter, that if the hand of Providence did not preside over us, those accidents would undoubtedly be more frequent. The charge of extinguishing the fire and candles is committed to the care of the Master at Arms and Corporals, people not of sufficient authority. I would therefore recommend an additional Lieutenant for that duty only, with Midshipmen, constantly to be visiting the different parts of the Ship; or the junior officer of each Ship to have that service allotted to him, which would prevent accidents, and keep good order among the people; and his cabin should be in the fore cockpit, which is near the magazine and store-rooms, where it is highly necessary that a commission officer should be stationed; and his residence would be so near the bay, as to prevent mutinous assemblies. The advantages from such an appointment is inconceivable, and I hope to see it followed up by some abler pen.

NAUTICUS.

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TO THE EDITOR.

SIR,

If you think the following remarkable phenomenon worthy of a place, it is at your service.

A letter from an officer on board his Majesty's Ship *Canada*, of 74 guns, dated the 7th of July, 1798, says: In the *Canada* we have experienced a most remarkable and unfortunate accident, about a fortnight since, as we were standing under easy sail, and in such moderate weather, that a small boat would have been deemed perfectly safe, our Ship was struck by an immensely heavy sea, that went over the fore-castle deck, and carried almost every thing away with it: the head-rails and furniture were in an instant demolished. The confusion and surprise occasioned by this extraordinary circumstance, is as difficult to describe as the phenomenon is to be accounted for. It would instantly have occurred to us that it was the effect of an earthquake, had other Ships then in company felt the shock, which however was not the case: the most calamitous part of the circumstance is, that there was two men killed on the spot, and several others severely bruised: the head of one of the former was cleft in twain by the forcible percussion of this extraordinary column of water.

Yours,

P. L.

## Gazette Letters.

ADMIRALTY OFFICE, MAY 9.

*Copy of a Letter from Vice-Admiral Dickson, Commander in Chief of his Majesty's Ships and Vessels in the North Sea, to Evan Nepean, Esq. dated the 7th May.*

SIR,

**B**E pleased to acquaint my Lords Commissioners of the Admiralty, that his Majesty's hired armed lugger, *Lady Ann*, commanded by Lieut. Wright, arrived yesterday from off Flushing, and brought in with her *Les Huit Freres*, French privateer, mounting 14 guns, which she captured on the 4th inst.

I enclose for their Lordships' information, Lieutenant Wright's letter to me on the subject, and I beg leave to recommend his zeal to their Lordships' notice.

I have the honour to be, &c.

ARCHIBALD DICKSON.

*His Majesty's Hired Armed Lugger, Lady Ann,  
Yarmouth Roads, May 6.*

SIR,

I have the honour to acquaint you, that in pursuance of the orders I received from A. Dickson, Esq. Captain of his Majesty's ship *Veteran*, I proceeded off Flushing, and explored that anchorage in the lugger under my command, and having done so, and seeing nothing in the road, on returning to join the squadron yesterday off Goree, I fell in with *Les Huit Freres*, French lugger privateer, mounting 14 long carriage guns (nine of which he hove overboard), when after a close action of one hour and thirty five minutes, she struck, close to the batteries along shore, West Capel S. S. W. two miles. I attribute the long continuance of the action to the unfitness of the guns of the lugger; however, during that period, I was very ably seconded by the professional skill of Mr. David Banks, Master, and by the bravery of the crew of the *Lady Ann*. It gave me very great pleasure in making this capture, and particularly as it was the means of liberating from captivity, fifteen subjects of his Majesty, who had been captured by that vessel. Upon taking possession of *Les Huit Freres*, I found her so much shattered, that I was obliged to see her into port, and to get rid of so many prisoners, as well as to repair our own damages.

I am, Sir, &c.

To Archibald Dickson, Vice-Admiral of the Red.

J. WRIGHT.

ADMIRALTY-OFFICE, MAY 9.

*Copy of a Letter from Captain Wolley, of his Majesty's Ship Arethusa, to Evan Nepean, Esq. dated at Sea, April 30.*

SIR,

I have to acquaint you, for their Lordships' information, that on the 1st of this month, having been driven from off the Bar of Oporto by bad weather, we fell in with and captured the French cutter privateer *General Bernadotte*, of 14 guns and 57 men, belonging to Bourdeaux, but from Vigo.

I am, Sir, &c.

T. WOLLEY.

ADMIRALTY-OFFICE, MAY 10.

*Copy of a Letter from Vice-Admiral Lord Keith, Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, dated on board the Minutaur, off Genoa, April 18.*

I have the satisfaction of acquainting you, for the information of their Lordships, that the *Guillaume Tell* having attempted to escape from Malta, on the evening of the 29th ult. was intercepted and captured the following morning by his Majesty's ships *Lion*, *Foudroyant*, and *Penelope*; but as I have not yet received Captain Dixon's account of the particulars of the action, or of the loss which has been sustained, I must take another opportunity of communicating them. I understand, however, that the enemy was completely dismasted before she struck, and that the *Lion* and *Foudroyant* have had killed and wounded about forty men each.



## ADMIRALTY OFFICE, MAY 10.

Letters received this morning from Lord Keith, dated the 21st of April, mention several important advantages gained by the Austrians in the vicinity of Genoa, under the walls of which place the French have been obliged to concentrate their force. In many attacks the fire of the English ships was employed with considerable effect.

The messenger reports that he saw an English ship towing a captured Dutch ship of the line (with a frigate or sloop) into Yarmouth Roads.

## ADMIRALTY OFFICE, MAY 17.

*Extract of a Letter from Captain Durbam, Commander of his Majesty's Ship Anson, to Evan Nepean, Esq. dated at Sea, the 30th of April.*

I beg you will be pleased to inform the Lords Commissioners of the Admiralty, that on the 27th instant, I captured the brig *Le Vainqueur* letter of marque, pierced for sixteen guns, mounting only four, from Bourdeaux bound to St. Domingo, with a mixed cargo of merchandize.

I have the further satisfaction to inform their Lordships, that yesterday at day-light, I had the good fortune to fall in with the privateers named in the margin\*. As soon as they discovered me to be an English man of war, they dispersed in different directions; I gave chase to the *Brave*, being the largest, and in crossing upon opposite tacks, I gave her a broadside, which I have reason to believe did her considerable damage in the hull. Finding she very much out-sailed us by the wind, which she still continued to keep, there being no chance of coming up with her, I bore up, and gave chase to one of those to leeward, which I captured: she proved to be *Le Hardi*, of 18 guns, and 194 men; a very fine new ship, just off the stocks.

I have also sent in, for adjudication, a very valuable ship, from Batavia, bound to Hamburgh, with the Governor of Batavia on board.

## ADMIRALTY OFFICE, MAY 20.

*Extract of a Letter from Captain Sir Thomas Williams, Commander of his Majesty's Ship Endymion, to Evan Nepean, Esq. dated at Spithead, the 17th Instant.*

You will be pleased further to inform their Lordships, that the *Endymion* has taken from the enemy—

The *Saint Joseph* Spanish lugger privateer, of four long brass six-pounders, swivels, small arms, and thirty-eight men.

*El Intripido* Spanish Lugger privateer, of two six pounders, swivels, small arms, and twenty-one men.

*La Paix* French ship letter of marque, or ten six-pounders and forty four men, from Nantes, with a cargo, bound to the Isle of France: *La Paix* was built for a ship of war, and pierced for twenty nine-pounders, is quite new and sails fast.

After an arduous chase, *Le Scipio* ship privateer, of eighteen brass nine-pounders, and 149 men, belonging to Bourdeaux, three days out from St. Andero, had taken nothing: this ship is quite new, very complete, and sails extremely fast.

When in company with the *Champion* and *Mediterranean* convoy, we fell in with a Portuguese Brazil ship, deeply laden, totally dismasted and abandoned: this ship, after considerable exertion, was put into a navigable state, and towed by the *Champion* into Gibraltar.

## ADMIRALTY OFFICE, MAY 23.

*Copy of a Letter from the Earl of St Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated on board his Majesty's Ship Ville de Paris, in Torbay, the 19th inst.*

SIR,

I inclose for the information of the Lords Commissioners of the Admiralty, a letter which I have received from the Hon. Captain Legge, of his Majesty's ship *Cambrian*, giving an account of his having captured the *Dragon*, a French brig corvette. I am, Sir, &c.

ST. VINCENT.

\* *Le Brave*, of 36 guns; *Le Guepe*, of 13 guns; *Le Hardi*, of 18 guns; and *Le Druides*, of 16 guns.



MY LORD,

*Combrian, at Sea, May 5.*

I have the honour to inform you that his Majesty's ship under my command captured this morning, in company with the *Fisgard*, *Le Dragon*, a French brig corvette, of 10 guns, pierced for 14, and 72 men, commanded by Mons. Lachurie, Lieutenant de Vaisseau; she is two days from Rochefort, bound to Guadaloupe with dispatches. I remain, &c.

*The Earl of St. Vincent, K. B. &c.*

ARTHUR K. LEGGE.

ADMIRALTY-OFFICE, MAY 27.

*Extract of a Letter from Vice-Admiral Lord Hugh Seymour, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Evan Nepean, Esq. dated Fort Royal Bay, Martinique, 10th of April.*

I am happy to acquaint you, for their Lordships' information, that since I closed my letter of the 28th of March, five of the enemy's small privateers have been taken, the *Pensée*, of four guns, and 65 men, and the *Sapajon*, of six guns and 48 men, by the *Sans Pareil*; the *Renard*, of three guns and 15 men, and *Consolateur*, of one gun and 36 men, by the *Surinam*; and the *Perseverance*, of 16 guns and 87 men, by the *Unité*; the last of which threw her guns overboard during the chase.

ADMIRALTY-OFFICE, MAY 31.

*Extracts of Letters from Vice-Admiral Lord Keith, Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq.*

*Minotaur, off Genoa, 3d and 9th of May.*

On the 29th ult. General D'Ott communicated to me his intention of making a general attack on all sides of Genoa, and requested co-operation, and that we might settle the plan.

At three A. M. on the 30th, the attack began on the part of General D'Ott, by signal from St. Pierre d'Arena, on Quarto, St. Martino, and St. Christino, by General Gottesheim, who pressed the enemy up to the walls near the shore, under cover of the fire of the *Phœnix*, *Mondovi*, *Entrepenante*, *Victoire* tender launches, and boats of the squadron. The affair continued until night, when the Austrians retired, being unable to dislodge the enemy from the little fort of St. Martino, situated on a hill two miles from the sea. General D'Ott was most successful in seizing *Dui Fratelli* by *Escalade*, and blocking up *Diamonti*. On the side of St. Martino, the French durst not follow the Austrians, in consequence of the well-directed fire of the squadron. It rained the whole day. Shells from the town fell amongst the ships. The French, however, on the same evening, attacked and repossessed themselves of all their former posts. It is reported they lost many men, as far as 1500.

On the 2d, the enemy made a desperate sortie on Lieutenant General D'Ott's centre at Sestri. They kept advancing in column to the muzzles of the cannon repeatedly for an hour, and did not retire till they lost 1200 men, of whom 20 Officers and 280 privates are prisoners.

On the 4th, I received a letter from the General, informing me that the French had retired to St. Spirito, and had sustained a considerable loss on the 2d at Louano. He says that he was indebted to the fire of the *Phaeton*, &c. and to the good management of Captain Morris.

On the 7th, two mortar-boats and two gun-boats arrived from Naples. The same day I heard from General Melas that the French had burnt their magazines at Alasio, and had retired to Port Maurice; and that Captain Morris had seized twenty corn vessels and a *dépot* of arms, and galled the enemy's rear through several miles of their retreat. Two of Massena's staff were taken in a small boat near Albangua, in attempting to escape from Genoa.

*Copy of a Letter from Vice-Admiral Lord Keith, to Evan Nepean, Esq.*

SIR,

*Minotaur, off Genoa, May 10.*

I have the honour of inclosing a copy of a letter received by me at a late hour last night, from his Excellency General Melas, which will convey to their Lordships the most satisfactory accounts of the progress of the Austrian arms, and of the retreat of the enemy's army from the Genoese territory.

I have the honour to be, &amp;c. &amp;c.

*Evan Nepean, Esq.*

KEITH.

MY LORD,

*Head Quarters. Oneglia, May 2.*

We have been very successful yesterday. The right wing of the army commanded by General Elsnitz, who was on Monte Carro, attacked the enemy at Mochio delle Pietre, and succeeded so well, that at nine o'clock in the morning victory had declared in his favour. The General of Division, Gravier, with a great number of Officers and 1500 non-commissioned Officers and privates, were made prisoners. The right of the enemy, informed of the defeat of its left, did not delay retreating from Capo di Berta. We have pursued him beyond Port Maurice. Fifteen pieces of cannon, of different sizes, have been taken from him along the coasts.

Our loss has not been considerable; but I regret the loss of Major-General Brentano, mortally wounded, and Major Casate killed. The corps of General Elsnitz is now at St. Bartholomeo: and General Gourroupp marches with his flying corps to Colla Ardente, and his van-guard is already at Broglio, behind the Col de Tende. I wait for the reports of the patrols, who are in pursuit of the enemy, to make my final dispositions. In the mean while I request your Excellency to accept the respect with which I have the honour to be, &c. &c.

*Vice-Admiral Lord Keith, K. B.*

MELAS.

ADMIRALTY-OFFICE, JUNE 3.

*Copy of a Letter from Vice-Admiral Lord Keith, Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean Esq. dated on board his Majesty's Ship Minotaur, off Genoa, the 7th May.*

SIR,

You will be pleased to lay before their Lordships, the inclosed copy of a letter from Captain Dixon, of his Majesty's ship *Lion*, to Sir Thomas Troubridge, Bart. containing a narrative of the circumstances attending the capture of the *Guillaume Tell*, and a list of the killed and wounded on board his Majesty's ships on that occasion.

The honourable testimony borne by Captain Dixon to the meritorious conduct of the officers engaged with him in the pursuit and capture of this ship, cannot fail to attract their Lordships' attention, and insure the honour of their countenance and support. I have the honour to be, Sir, &c.

KEITH.

SIR,

*Lion, at Sea, off Cape Passero, 31st March.*

I have the honour to inform you, that yesterday morning, at nine o'clock, Cape Passero bearing N. half E. distant seven leagues, the French ship of war *Le Guillaume Tell*, of 86 guns and 1000 men, bearing the flag of Contre Admiral Decres, surrendered, after a most gallant and obstinate defence of three hours and a half, to his Majesty's ships *Foudroyant*, *Lion*, and *Penelope*.

To detail the particulars of this very important capture, I have to inform you, that the signal rockets and cannonading from our batteries at Malta the midnight preceding, with the favourable strong southerly gale, together with the darkness which succeeded the setting of the moon, convinced me the enemy's ships of war were attempting to effect an escape, and which was immediately ascertained by that judicious and truly valuable Officer Captain Blackwood, of the *Penelope*, who had been stationed a few hours before between the *Lion* and *Valette*, for the purpose of observing closely the motions of the enemy. Nearly at midnight an enemy's ship was descried by him, when the *Minorca* was sent to inform me of it, giving chase himself, apprising me by signal, that the strange ships seen were hauled to the wind on the starboard tack. I lost not one moment in making the signal for the squadron to cut or slip, and directed Captain Miller, of the *Minorca*, to run down to the *Foudroyant* and *Alexander* with the intelligence, and to repeat the signal.

Under a press of canvas I gave chase until five A. M. solely guided by the cannonading of the *Penelope*; and, as a direction to the squadron, a rocket and blue light were shewn every half hour from the *Lion*. As the day broke, I found myself in gun-shot of the chase, and the *Penelope* within musket shot raking her, the effects of whose well-directed fire during the night, had shot away her main and mizen top masts, and main-yard; the enemy appeared in great confusion, being reduced to his head-sails, going with the wind on the quarter.

The *Lion* was run close alongside; the yard-arms of both ships being just clear, when a destructive broadside of three round shot in each gun was poured in, luffing up across the bow, when the enemy's jib-boom passed between the main and mizen shrouds; after a short interval, I had the pleasure to see the boom carried away, and the ships disentangled, maintaining a position across the bow, firing to great advantage.

I was not the least solicitous either to board or to be boarded, as the enemy appeared of immense bulk and full of men, keeping up a prodigious fire of musquetry, which, with the bow chases, she for a long time could only use; I found it absolutely necessary, if possible, to keep from the broadside of this ship; after being engaged about fifty minutes, the *Foudroyant* was seen under a press of canvas, and soon passed, hailing the enemy to strike, which being declined, a very heavy fire from both ships, broadside to broadside, was most gallantly maintained, the *Lion* and *Penelope* frequently in situations to do great execution; in short, Sir, after the hottest action that probably was ever maintained by an enemy's ship opposed to those of his Majesty, and being totally dismasted, the French Admiral's flag and colours were struck.

I have not language to express the high sense of obligation I feel myself under to Captain Blackwood, for his prompt and able conduct in leading the line of battle ships to the enemy, for the gallantry and spirit so highly conspicuous in him, and for his admirable management of the frigate; to your discriminating judgment it is unnecessary to remark, of what real value and importance such an Officer must ever be considered to his Majesty's service: the termination of the battle must be attributed to the spirited fire of the *Foudroyant*, whose Captain, Sir Edward Berry, has justly added another laurel to the many he has gained during the war.

Captain Blackwood speaks in very high terms of the active and gallant conduct of Captain Long of the *Vincejo* during the night; and I beg to mention the services of Captains Broughton and Miller.

The crippled condition of the *Lion* and *Foudroyant* made it necessary for me to direct Captain Blackwood to take possession of the enemy, take him in tow, and proceed to Syracuse.

I received the greatest possible assistance from Lieutenant Joseph Patey, Senior Officer of the *Lion*, and from Mr. Spence, the Master, who, together with the other Officers and ship's company, shewed the most determined gallantry.

Captains Sir Edward Berry and Blackwood have reported to me the same gallant and animated behaviour in the officers and crews of their respective ships.

I am sorry to say that the three ships have suffered much in killed and wounded, and that the loss of the enemy is prodigious, being upwards of two hundred.

I refer you to the inclosed reports for further particulars as to the state of his Majesty's ships, and have the honour to remain, Sir, &c.

MANLEY DIXON.

P. S. The *Guillaume Tell* is of the largest dimensions, and carries thirty-six pounders on the lower gun-deck, twenty-four pounders on the main deck, twelve pounders on the quarter-deck, and thirty-two pound carronades on the poop.

*A Return of the Number of Killed and Wounded on board his Majesty's Ships as undermentioned in Action with the Guillaume Tell, a French Ship of Eighty-four Guns, on the 30th of March.*

*Foudroyant*—8 killed, 61 wounded.

*Lion*—7 killed, 38 wounded.

*Penelope*—2 killed, 2 wounded.

*Officers killed or wounded.*

*Foudroyant*—Captain Sir Edward Berry, Knt. slightly wounded, but did not quit the deck; Lieutenant J. A. Blow, wounded; Philip Bridge, Boatswain, ditto; Edward West, Midshipman, ditto; Granville Proby, Midshipman, ditto; Thomas Cole, Midshipman, ditto.



*Lion*—Mr. Hugh Roberts, Midshipman, killed; Mr. Alexander Hood, Midshipman, wounded.

*Penelope*—Mr. Damerel, Master, killed; Mr. Silthorpe, Midshipman, wounded.

(Signed)

MANLEY DIXON.

ADMIRALTY-OFFICE, JUNE 7.

*Copy of a Letter from Vice-Admiral Sir Roger Curtis, Bart. Commander in Chief of his Majesty's Ships and Vessels at the Cape of Good Hope, to Evan Nepean, Esq. dated on board the Lancaster, in Table Bay, the 3d of February, 1800.*

SIR,

I send you herewith a letter I have received from Captain Osborn, of his Majesty's ship the *Tremendous*, giving an account of the running on shore on the Isle of France, and destroying the *Preneuse* French National frigate, and of some captures made during the cruise.

I am, Sir, &c.

ROGER CURTIS.

SIR,

*Tremendous, Cape of Good Hope, Feb. 3.*

I beg leave to inform you, that being off the Isle of France, in company with his Majesty's ship *Adamant*, on the 11th of December last, we chased a French frigate, which ran on shore on the west side of the river Tombeau, about three miles from Port Louis in that island. After firing several broadsides at her she cut away her masts; at seven P.M. the boats were sent to destroy her, under the command of Lieutenant Gray of the *Adamant*, assisted by Lieutenant Walker of that ship, Lieutenant Symes of the *Tremendous*, and Lieutenant Owen of the marines, of the *Adamant*, who very handsomely requested to go upon that service. At half past nine the boats returned, bringing with them the Officers and some few of the men whom they found on board the frigate, which proved to be *La Preneuse*, of 44 guns and 300 men, commanded by Captain L'Hermite, to which they had set fire in several places, and which shortly after blew up. The prompt and spirited manner in which this service was performed, under a very heavy fire from the batteries, reflects great honour on Lieutenant Gray, and the Officers and men under his command.

During our cruise the *Adamant* captured the *Benjamin*, a French sloop laden with coffee, from the Island of Bourbon, bound to the Isle of France, and the *Bienfait*, a French brig. laden with rice, for the same place, and the *Tremendous* captured the *Neusra Senora del Carmen*, a Spanish brig, laden with coffee, indigo, and bale goods, from the Isle of France to Rio de la Plata, all of which I am happy to inform you are arrived.

I have the honour to be, &c. &c.

Sir Roger Curtis, Bart. Vice-Admiral of the White, &c.

J. OSBORN.

ADMIRALTY-OFFICE, JUNE 7.

*Copy of a Letter from Captain Price, Commander of his Majesty's Sloop Badger, to Evan Nepean, Esq. dated at St. Marcou, the 31st of May.*

SIR,

I beg leave to inclose you, for the information of their Lordships, a letter I received this day from Lieutenant Henry Richardson (1st), commanding his Majesty's hired cutter *Rose* (2d), giving me an account of his having captured *Le Risque à Tout* Republican privateer, carrying two four-pounders with musquetry, and 16 men, belonging to Cherbourg, Jacques Neel, Captain, and I have sent the prisoners by the *Champion* cutter to Portsmouth.

I am, Sir, &c.

C. P. PRICE.

SIR,

*His Majesty's Hired Cutter Rose (2), at Sea, May 31.*

In pursuance of your order of yesterday's date, I proceeded with his Majesty's hired cutter *Rose* (2d) under my command, the *Dolphin* hired cutter, Lieut. Jarrett, commander, in company, for the purpose of examining the creeks and harbours of the enemy between Cape Barfleur and Cape La Hogue.

At half past four this morning, observed a small cutter to windward; the *Dolphin* making the signal of an enemy, we immediately gave chase, and in an hour captured her, *Cape Barfleur S. E.* distant about three or four leagues; found her to be *Le Kisque à Tout* French privateer, mounting two four-



pounders, with musquetry, 16 men, Jacques Neel, Captain, out ten hours from Cherbourg, without making any capture. I am, Sir, &c.

Charles Papps Price, Esq. Commander of  
his Majesty's Sloop Balger, St. Marcou.

H. RICHARDSON (1st).

ADMIRALTY OFFICE, JUNE 10.

*Copy of a Letter from Vice-Admiral Lord Keith. K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated on board the Minotaur, off Genoa, the 16th of May.*

SIR,

You will be pleased to acquaint their Lordships with the reduction of the important fortress of Savona this day by famine, in consequence of the vigilance and activity of his Majesty's Officers, and those of the King of Naples, whose boats have rowed guard during forty-one nights with a perseverance highly creditable to them all, particularly Captain Downman, of the Santa Dorotea, Captain Settimo, of the Neapolitan brig Strombolo, and Lieutenant Jackson, acting Captain of his Majesty's sloop Camelion, to whose care the blockade of Savona has been more especially committed. I have seen the terms proposed, accepted them, and authorized Captain Downman to sign the capitulation (in conjunction with Major-General Count St. Julien), in my absence.

I understand the garrison consisted of about 800 men. A copy of the articles of capitulation, and a return of military stores, &c. shall be transmitted by the next opportunity.

I have the honour to be, &c.

KEITH.

ADMIRALTY OFFICE, JUNE 17.

*Copy of a Letter from the Earl of St. Vincent. K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated off Usbant, the 10th inst.*

SIR,

I inclose for the information of the Lords Commissioners of the Admiralty, a report of the transactions of the squadron under the orders of Sir Edward Pellew, since his departure; and I beg leave to call their Lordships' attention to the gallant conduct of Lieutenant Pinfold, of the Impetueux, in boarding and carrying L'Insolente corvette, in the Morbihan. I am, Sir, &c.

ST. VINCENT.

MY LORD,

*Impetueux, at Quiberon. 7th June.*

I have the honour to inform your Lordship of my arrival at this anchorage with the ships under my orders, on the 2d inst. and in my way down collected the Thames. On the 3d I was joined by the Amethyst, Amelia, and the Winchelsea troop ship. On the 4th, the Thames, Cynthia, and small force, attacked the south-west end of Quiberon, silenced the forts, which were afterwards destroyed by a party of troops landed under Major Ramsay; several vessels were brought off, and some scuttled, the only loss two killed and one wounded on board the Cynthia. On the 5th the Ramilies joined, with the Diamond, Inconstant, and Viper cutter, and on the 6th, before day, we succeeded in an attempt upon the Morbihan, from whence were taken two brigs, two sloops, two gun-vessels, and about 10 prisoners; a corvette brig, L'Insolente, of 18 guns, was burnt, with several other small craft, the guns all destroyed, and the magazine blown up.

Three hundred of the Queen's regiment were employed upon this service; and the gun-launches and naval force were under the direction of Lieutenant John Pinfold of this ship, who boarded the corvette with much bravery, and performed the service with much judgment and officer-like conduct; the loss was only one seaman killed in his boat, and some slight hurts.

A Lieutenant of the Thames, and some few men in different ships, have been wounded since here; but I am happy to say all the coasting trade between the different ports have been most completely stopped, with the provisions and wine for the Brest Fleet.

I have the honour to remain, my Lord, &c.

Admiral the Earl of St. Vincent, K. B.

EDWARD PELLEW.

## Naval Courts Martial.

PORTSMOUTH. APRIL 28.

A COURT MARTIAL was held on board his Majesty's ship *Gladiator*, in this harbour, for the trial of a Marine belonging to his Majesty's ship *Prince*, for striking Serjeant BURT of the Marines;

President, Rear-Admiral Sir R. BICKERTON, Bart.

The prisoner being found guilty, he was sentenced by the Court to receive 200 lashes through the fleet at Spithead and Portsmouth harbour.

May 2. A Court Martial was also held, on board the same ship, for the trial of JOHN M'KENNY, a seaman belonging to his Majesty's ship *Castor*, for striking the Boatswain's Mate.—The Court being of opinion that the charge had not been proved against the prisoner, he was acquitted.

24. Pursuant to an order from the Lords Commissioners of the Admiralty, a Court Martial was held on board his Majesty's ship *Gladiator*, in this harbour, for the trial of Mr. P. STONE, Boatswain of his Majesty's ship *Discovery*, for drunkenness, and behaving in a contemptuous manner to his superior Officer.

Vice-Admiral Sir WILLIAM PARKER, Bart. President.

The Court being of opinion that the charges had been proved against the prisoner, he was sentenced to be dismissed from his Majesty's service, and rendered incapable of ever serving again.

29. Pursuant to an order from the Right Honourable the Lords Commissioners of the Admiralty, a Court Martial was held yesterday on board his Majesty's ship *Gladiator*, in this harbour, for the trial of JOHN WELDON, a seaman belonging to his Majesty's ship *Pomona*, for striking Lieutenant C. C. Skelton, on the evening of the 24th of May, while on shore in the execution of his duty;

President, Vice-Admiral Sir W. PARKER.

The Court were of opinion, that the charge had not been proved against the prisoner, and therefore adjudged him to be acquitted.

30. A Court Martial was held on board the same ship for the trial of JOHN GOODMAN, a private Marine belonging to the *Trusty*, for robbery, desertion, and quitting his post when sentinel; and THOMAS HILTON, a seaman of the same ship, for assisting the said John Goodman in taking away a ship's boat, and for robbery and desertion.

The Court being of opinion that the charges had been proved against the prisoners,—John Goodman was sentenced to suffer death; and Thomas Hilton to receive 500 lashes, and forfeit all his pay.

On the 16th of June in the morning, at nine o'clock, a gun was fired from Admiral HOLLOWAY's ship, and the *yellow flag* hoisted, as a signal for a boat manned and armed from all the respective ships at this port, to attend the execution of JOHN GOODMAN, a marine, condemned by a Court-Martial for robbing his ship's stores, quitting his post, and running away with the ship's boat, as stated above. The *Trusty*, to which he belonged, immediately answered the signal by firing a gun, and hoisting the *yellow flag*. The Prisoner was brought out upon the fore-castle about ten o'clock, attended by the clergyman. After preparing himself for his awful fate, by continuing about an hour in prayer, he dropped a handkerchief as a signal, when a gun fired, and he was instantly launched into eternity. An amazing concourse of persons attended his execution, to whom he acknowledged, with perfect resignation, the justice of his sentence, and said that he hoped his example would be a warning to all other soldiers and sailors. After hanging the usual time, he was cut down and conveyed to the hospital to be buried.

May 28. A Court Martial was held at *Sheerness*, on board the *Savage* sloop of war, on Lieutenant WHEATLY and his Clerk, of the *Gelykbeidt* prison-ship, at Gillingham, for drunkenness, neglect of duty, ungentlemanlike behaviour, embezzlement of stores, tyranny, and oppression; but the charges being malicious and ill-founded, they were acquitted.

June 17. A Court Martial, assembled on board his Majesty's ship *Gladiator*, in Portsmouth Harbour:—

## MEMBERS OF THE COURT.

Vice-Admiral Sir W. PARKER, Bart. President.

|                        |                        |
|------------------------|------------------------|
| Rear-Admiral HOLLOWAY, | Capt. Sir H. TROLLOPE, |
| Capt. THORNBOROUGH,    | — GEO. MURRAY,         |
| — DAREY,               | — PICKMORE,            |
| — TYLER,               | — Sir THO. WILLIAMS,   |
| — YORKE,               | — WOLLEY,              |
| — GRAVES,              | — CHURCH.              |

M. GREETHAM, Esq. Judge-Advocate.

Pursuant to an order from the Right Honourable the Lords Commissioners of the Admiralty, directed to the President, setting forth—That the Right Hon. Captain Lord PROBY, commander of his Majesty's late ship *Danae*, had acquainted their Lordships, by his letter of the 18th March last, that about half past nine o'clock, P. M. on the 14th of the said month, when all the officers, except himself, the Marine Officer, and the Master, were in bed, the Marine Officer came into his cabin to inform him that there was a mutiny upon deck; that he immediately attempted to get up the after hatchway, but it was already guarded by near twenty men, and a cut he received on the head stunned him sufficiently to give them time to secure the hatchways in such a way that there was no possibility of forcing them; that he then mustered about ten cutlasses, four muskets, and some pocket pistols, which were distributed to the most trustworthy of about forty men, who were asleep in their hammocks when the affair took place, and waited in hopes of the mutineers being forced to keep the sea; but unfortunately the wind changed, and they were able to fetch under Fort Conquest the next morning. That about two o'clock P. M. a large detachment of French troops came on board; and as there was no longer the most distant prospect of doing his country a service by further opposition, he surrendered.

The Court proceeded to inquire into the cause and circumstances of the loss of his Majesty's ship *Danae*, and to try Captain Lord Proby, his officers, and ship's company, for their conduct upon that occasion. And having heard the evidence produced, and completed the inquiry, and having maturely and deliberately weighed and considered the whole, the Court is of opinion, that the loss of his Majesty's late ship *Danae* was caused by a mutiny of part of the crew, which took place on board her the 14th of March last, who obtained possession of the ship, navigated her to Conquest, in France, and delivered her up to French troops. That Captain Lord Proby, his officers, and those of the ship's company now present, and whose names are stated in the minutes, made every exertion in their power to quell the mutiny, and preserve his Majesty's ship *Danae*; and doth adjudge them to be Acquitted.—And the said Captain Lord Proby, his officers, and those of the said ship's company now present, are hereby honourably Acquitted accordingly.

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 THE TRANSIT.

In page 412, we gave an account of the launching of Captain GOWER's newly-constructed vessel, the *Transit*; we now inform our readers that a trial of her sailing has taken place. She sailed from the Motherbank on Thursday evening, the 19th inst. at six o'clock, with the wind at west, and arrived in the Downs at noon on the following day. At one on the same day she sailed for the River, turning up within Margate Sands through the Narrows, and over the Flats, with a double reef top-sail breeze at west, and arrived at Gravesend at midnight on the 21st; on the 22d in the morning, at eight o'clock, she again got under weigh, and turned up to Blackwall the same tide, amidst the admiration and astonishment of the numerous beholders, who viewed the simplicity of her manœuvres. It appears by the testimony of the Downs Pilot, Mr. William Norris, that she would have reached Gravesend on the second tide from the Downs, but for the darkness of the night.



## MONTHLY REGISTER

OF

## Nabal Events.

MAY—JUNE.

**May 28.** A mail from the Leeward Islands was yesterday received in London, brought to Falmouth in the Auckland packet, Captain Schuyler, which left Tortola for England on the 23d of last month. This packet sailed from Falmouth in February last, with the Leeward Islands mail of that month, and arrived at Barbadoes on the 30th of March. On the 31st of March, his Majesty's temporary packet *La Resolue*, Captain Pitt, arrived there, with the Marquis of Kildare's mail from Lisbon; and on the following day his Majesty's ship *Hornet*, Captain Nash, arrived there from a cruise. Arrived at Martinico on the 3d of April, where she found his Majesty's ships *Prince of Wales*, Lord Hugh Seymour; *Invincible*, Captain Cayley; *La Unité*, Captain J. P. Beresford; and *Diana*, Captain Fraser. At Antigua she found lying his Majesty's ship *Gaieté*, Captain King; and on the 19th, between St Kitt's and Tortola, she spoke his Majesty's ship *Daphne*, Captain Matson, on a cruise.

## RECAPTURE OF THE MARQUIS OF KILDARE PACKET.

*Extract of a Letter from Captain NEWMAN, late of the Jane Packet, dated St. Ives, May 31.*

"I have now to relate to you in what manner I became possessed of the Marquis of Kildare Packet. You know already about the capture and recapture of the *Jane*, and of my remaining on board of the French privateer to be sent to Spain. I was landed there the 5th ult. and marched on for Lisbon, where I arrived in about eighteen days, and took my passage in the above-mentioned ship for Falmouth. We sailed on the 29th; and after being a fortnight at sea, fell in with a French privateer, which captured us, took the Captain, Officers, and crew out, leaving five men of the *Jane's* crew on board (who were passengers), as likewise a lady, with her sick brother and father, and three of the Marquis of Kildare's people, who had hid themselves; they then put a prize-master on board, with seventeen men, and ordered her for Corunna. Three days afterwards, being in sight of the above place, distant about eight leagues, I found means to possess myself of the Captain's pistols, and one of my people seized his cutlass; the others jumped abaft the tiller rope, and got hold of the boarding pikes, when we made a rush at the Frenchmen, and drove them off the deck; then took possession of the ship, gave them the long boat, with some fruit and wine, and what bread we could spare, and turned them adrift, in number eighteen. I have no doubt of their having reached the shore, as they had a good boat, with mast, sail, and oars, moderate weather, and Corunna in sight. We, after experiencing a great many difficulties, such as living on fruit for five days, bad weather, contrary winds, and no books to determine where about we were—I say, after all this, I had the good fortune to make St. Ives Head; and with the assistance of a pilot and some men (myself and people being exhausted), she was got in and moored alongside the quay, where she now remains till the Post-Office and the Admiralty settle the business respecting her recapture."

The *Ariadne's* large cutter, coming from Sheerness a few days ago, upset in a sudden squall, with a Lieutenant, Gunner, two Midshipmen, Surgeon's Mate, and Purser's Steward: in the whole seventeen persons. After remaining twenty minutes in the water, a small boat from the *Malvina* merchant brig was observed rowing to their assistance. Lieutenant Scott, with a presence of mind that does him great honour, observing the Gunner nearly exhausted, quitting hold of the mast he had grasped, directed the boat first round to his assistance; at the same time, although unable to swim himself, he supported the Purser's Steward and a Midshipman, who had quitted their holds, and were



actually sinking, till the boat took them in also; then encouraging the men to be collected, they one by one made the boat, and afterwards himself.

Mr. BOURK, a Midshipman in the advanced squadron commanded by Rear-Admiral Berkeley, when off Brest, was sent in a small boat, with four men, and two musquets for signals, to get intelligence from the fishermen in the mouth of the harbour. He fell in with a guard-boat of the enemy, with sixty men, and armed with swivels. As he took her at first for a fishing boat, she approached close to him, and supposing that he would immediately surrender, had not probably taken all the measures she ought. The hero, however, and his four men, perceiving their mistake, resisted, and fought with their oars; they killed one man, and many others were wounded; and they actually got off with two of the men wounded.

A most melancholy accident happened on board the *Andromeda*, of 32 guns, Captain Inman, in Margate Roads, on the evening of the 4th instant. As she was saluting, some powder blew up in the cabin, and deprived fourteen men of their sight, and otherwise wounded them in a most afflicting manner. Part of them are, however, expected to recover.

#### ADMIRALTY LETTER.

*Translation of a Circular Letter from the ADMIRALTY to all the OFFICERS commanding Vessels belonging to his Britannic Majesty.*

Whereas, in consequence of the communication which we have made to the Right Hon. Henry Dundas, one of his Majesty's Secretaries of State, of a letter which the Board of Transport has received from Citizen Otto, Commissioner for the exchange of French Prisoners, to inform it that the Minister of the French Marine had announced by circular letters, in all the ports of France, that in future the English fishermen should not be taken by any French ship of war, unless they should be armed, or discovered to have made signals of communication; Mr. Dundas has notified to us the intention of the King, that the orders which had been given to the Commanders of his Majesty's ships, to take French and Dutch fishermen and their vessels, should be revoked for the present, and that the said officers should be enjoined to treat the said French and Dutch fishermen in the same manner as before the publication of the said orders. In consequence, we require you to conform to the intentions of his Majesty.

The most experienced Officers belonging to the Grand Fleet say, that the heavy gales of wind that they encountered last cruise exceeded every thing they ever met with before; the sea ran mountains high, and the ships laboured so exceedingly, that many of them rolled their quarter-deck guns under water, and the three-deckers obliged to house their middle-deck guns.

#### NAVAL MONUMENT.

The Grand Musical Festival in honour of the Naval Triumphs of Great Britain, and for the purpose of aiding the fund for raising a National Monument to perpetuate these triumphs, took place, May 2, at the King's Theatre, and was graced by a very numerous audience, among whom were some of the most distinguished characters of this country. The Prince of Wales, the Duke of Clarence, Prince Augustus, Prince William of Gloucester, and a large train of Nobility, were laudably ambitious to be present on so interesting an occasion. The music was chiefly selected from Handel, Purcell, and Arne, with some original compositions by Mr. Busby. The words were in general appropriate to the object of the festival, and calculated to impress on the mind sentiments of loyalty and patriotism. The orchestra, which was raised upon the stage, consisted of the most celebrated performers of the day, vocal and instrumental. *Rule Britannia* was specified as the concluding piece, but the audience demanded *God Save the King*, which was sung with the additional stanza, and received with the warmest applause by an audience who were obviously animated by the strongest attachment to their country and its virtuous Sovereign.

### THE WILLIAM TELL, FRENCH MAN OF WAR.

The following minute particulars respecting the capture of this ship, are given in a letter, dated Syracuse, Foudroyant, April 2, 1800.

" March 30, 1800, Sir Edward Berry, commanding his Majesty's ship Foudroyant, of 80 guns, after having landed Lord Nelson ill in Sicily, came up with the Guillaume Tell, French ship, of 84 guns; and laying the Foudroyant alongside so close, that her spare anchor was but just clear of Guillaume Tell's mizen chains, hailed her Commander, Admiral Dacres, and ordered him to strike; the French Admiral answered by brandishing a sword over his head, and then discharged a musquet at Sir Edward Berry; this was followed by a broadside, which nearly unrigged the Foudroyant, whose guns, however, being prepared with three round shots in each, she poured a most tremendous and effectual discharge, crashing through and through the enemy, (described as a perfect chord of harmony in the ears of our Tars, who were in their turn a little exposed,) but she fired another fresh broadside, when down came Guillaume Tell's main and mizen masts, at the same time the Foudroyant's foretop mast, jib-boom, sprit-sail, maintop-sail yard, stay-sails, fore-sail, and main-sail, all in tatters. It was difficult in this situation to get the ship to fall off, so as to maintain her position, the combatants therefore separated for a few minutes, when Sir Edward Berry called his men from the main-deck, and cutting away part of the wreck, got the ship once more under command, that is, obedient to her helm and manageable, and again close alongside her determined opponent, who nailed his colours to the stump of the mast, and displayed his flag on a pole over them. Sir Edward then commenced again a most heavy and well-directed fire, his men having now got into a system of firing every gun two or three times in a minute, regularly going through the exercise; musquetry was occasionally used, when the ship was very near on board the Guillaume Tell; but latterly the mizen-mast being almost in two, Sir Edward called the marines from the poop and put them to the great guns, by which many lives were certainly saved. At a few minutes past eight the Guillaume Tell's fore mast was shot away, and becoming a mere log, she struck her colours.

" The Foudroyant, in this engagement, expended 162 barrels of powder, 1200 thirty-two pound shot, 1240 twenty pound ditto, 100 eighteen pound ditto, and 200 twelve pound ditto. Although much damaged, she was within a very short period in readiness for sea.

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### PLYMOUTH REPORT,

FROM MAY 14 TO JUNE 20

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*May 14.* Wind E. Fair. Sailed to join the Channel fleet, the Atlas, 98 guns, Prince 98, Havick 18, Railleur 18, and Trompeuse 18. Arrived the Mary, Coper, of Guernsey, bound to Trinidad, taken by a French privateer, and retaken by La Raissée privateer, of Guernsey.

15. Wind E. Fair. Arrived from a cruise, the Doris, 36 guns, Captain Lord Ranelagh. Went out of dock La Bourdelois, 28 guns, Captain Manby, having repaired the damages she received off the coast of Ireland. Arrived from Milford Haven, the Dryad, 36 guns, to refit, also the Amelia, 44 guns, Hon. C. Herbert, from the coast of France.

16. Wind E. S. E. Rain. Arrived Citizen Watteau, French Minister for prisoners of war, to inspect the prison and prison ships. A sentinel on the gangway of the prison ship Sampson, in Hamoaze, in a violent gale of wind, was blown into the Tamer. A French Officer, Ensign de Vaisseau, a prisoner, of the name of Le Fevre, immediately jumped into the sea, and with great exertion and difficulty, though an excellent swimmer, saved the marine, and swam alongside almost exhausted: they were at length taken on board, and soon recovered. This generous trait of humanity being represented to the British Government, a free passport, without exchange, was directly sent express to the agent for prisoners of war at this port, for Le Fevre to return to his friends in

France without any expence, with a certificate of his generous conduct to the French commissary at Morlaix: he sailed last week in the Betsey cartel, and is arrived safe at the above port.

17. Wind N. W. Blows hard. Arrived from off Brest, the *Impetueux*, 84 guns, Captain Sir Edward Pellew; Captain, 74, Captain Sir R. Strachan; and *Neptune*, 98, Captain Vashon: left the fleet all well last Wednesday. The combined fleets were sickly, and were gone into the Inner Roads. Last night it blew a tremendous hurricane at S. W. and continued till nine this morning with incredible fury, when the wind shifted to N. W. and the storm abated. The men of war rode out the gale very well in Cawsand Bay and the Sound, except the *Fisgard*, 48 guns, Captain T. B. Martin, and *La Nymphe*, 36 guns, Captain Frazer, which parted their cables, and drove under Withy Hedge; but letting go their best bower anchor, they brought up in safety.

18. Wind S. W. Blows very hard. Arrived the *Mars*, 74 guns, Rear-Admiral Berkeley, and the *Atlas*, 98, Captain Jones, from the Channel fleet, which passed up for Torbay this morning: they experienced the fury of the gale when laying to off Brest, on Friday last, under storm stay-sails; the sea ran mountains high, and the wind suddenly shifted from S. W. to N. W. lay several men of war on their beams ends, but soon righted, though they shipped several heavy seas. The *Ville de Paris*, 98 guns, Admiral Earl St. Vincent, carried away her main top-mast; the *Windsor Castle*, 98, Captain Bertie, her main-yard, and part of her starboard middle gun deck half ports stove in; The *Prince*, 98, Rear-Admiral Cotton, her main top-mast; the *Hector*, 74, Captain Elphinstone, and *Atlas*, 98, Captain Jones, their main top-mast; the *Cæsar*, 84, Captain S. J. Saumarez, had some of her half ports knocked in, and a boat stove on her larboard quarter; she shipped so much water on the main deck, that the crew were obliged to scuttle the deck to let out the water. The *Warrior*, 74, Captain Tyler, and *Elephant*, 74; *Railleur*, 18, Captain Raynor; *Trompeuse*, 18, Captain Robinson, and *Lady Jane* cutter, were left off Brest.

19. Wind N. W. Cloudy. Arrived the *Anna Matilda*, Ahrens, from Barcelona, and *Du Loxxes*, Gaswastrinu Tubs, from Morlaix, detained and sent in by *La Suffisante*, 14 guns, Captain Witman; and *Lofast*, Törning, from Gothenburg, bound to Galway. Accounts from Bigbury Bay state, that the *Enterprise*, Tomlin, from Bristol, to Newfoundland, with a cargo; and the *Mercury* of Dartmouth, for ditto, with a cargo, are both lost in the above bay, crews saved.

20. Wind S. Rain. Arrived the *Windsor Castle*, 98 guns, Captain Batie, from Torbay, with the loss of her main-yard.

21. Wind E. Fair. Arrived the *Telegraph*, 18 guns, Lieutenant Corsellis, She experienced great distress in the late gale of wind. She was on her beams ends for some minutes, and the water up to the combings, of her hatchways, when the fore top mast and bowsprit both went and she righted.

22. Wind E. Fair. Sailed the *Europa*, 50 guns, and *Thisbe*, 28, with the 2d, or Queen's regiment, on board. They have sealed orders, not to be opened till off the Lizard. All their heavy baggage and women are left behind. Sailed for Torbay the *Impetueux*, 84 guns, and the *Canada*, 74. Letters from Guernsey state the arrival there of the *Spitfire*, 24 guns, Captain Seymour safe and well after the gale of the 16th instant.

23. Wind S. E. Fair. This morning Pollard (late a seaman of *La Nymphe* 36 guns, Captain Frazer, an active ringleader in the mutiny at Spithead in 1797) was sent to Exeter goal for sedition. Arrived from off Brest the *Elephant*, 74 guns, *Warrior* 74, and *Dolly* cutter. This latter vessel passed under the stern of *La Railleur*, 18 guns, Captain Raynor, after the storm of last Friday, laying to under her bare poles, apparently without much damage. Orders came this afternoon for all ships ready for sea to proceed to Torbay to join Earl St. Vincent, who has had the signal for sailing flying all day.

24. Wind W. S. W. Blows hard. Arrived the *Dolly* cutter from off Brest. She saw *La Railleur*, 18 guns, Captain Raynor, and *La Trompeuse*, 18, Captain P. Robinson, in the gale of the 16th. Last night there was a hot press on the



quays; but the officer not having his warrant backed by the Mayor or Justices, and the officer and his gang having wounded Mr. Stephens, coal meter, were secured and lodged in the Mayoralty House for the night. This morning, for this outrage on the civil power, in wounding Mr. Stephens, the officer was fined twenty guineas, which Mr. Stephens very generously gave to the Grey School.

25. Wind S. E. Fair. Sailed the Megara fire ship, La Nymphe frigate, and Renard, 24 guns, on a cruise. Arrived the Telegraph, 18 guns, from a cruise.

26. Wind S. E. Fair. Letters from the Elephant, 74 guns, Captain Foley, dated at sea the 24th inst. state the following interesting particulars: That on the 14th instant, Captain Keates, of the Boadicea, 38 guns, sent an armed boat with a Midshipman and six men into the Outer Roads of Brest to reconnoitre. At night she fell in with the French guard row boat, full of men. A severe scuffle ensued, and Captain Keates's boat succeeded in beating her off with the loss of one man. The young gentleman who commanded the British row boat behaved with his little crew of six men with great gallantry. He then boarded a small sloop, and got information that the French fleet were in the Inner Road, and the Spaniards very sickly. 17th instant. states that the fleet were all dispersed in the gale of the 16th, at S. W. and N. W. 18th. Spoke an American bound to Gibraltar with coals, which was in great distress, and bearing up for the first port she wanted assistance, but the sea ran so high could not give any: the Lizard then in sight. 24th. Elephant off Plymouth, bearing up for Torbay, having experienced dreadful weather in the late gales of wind.

27. Wind N. W. Fair. Arrived from a cruise the Dolly cutter, Warrior 74 guns, and Elephant 74, from off Brest. Sailed the Europa and 1 hisbe troop ships, with troops, to the westward.

28. Wind S. E. Fair. Passed by to the westward the Channel fleet, under Earl St. Vincent. all well. Arrived the Terpsichore, 32 guns, Captain Gage, and Seagull, 18, from a cruise.

29. Wind S. W. Fair.

30. Wind S. W. Fair. Sailed to join the fleet the Mars, 74 guns, Rear-Admiral Berkeley, Atlas 98, Ramilies 74, Ajax 84, Resolution 74, Stag 38, Indefatigable 44, Flora, armed brig, and Attack gun brig, with a fleet under convoy. Arrived the Sea Gull, 18 guns, from a cruise. Sailed on a cruise the Fowey cutter, Lieutenant Derby. Orders came down this day for the Captain, 74 guns, Captain Sir R. Strachan, Bart to fit and victual for six months for foreign service. Sailed the Dasher, 18 guns, Captain Robin, on a cruise. She returned again in the evening, and landed two seamen mutineers of the Danaë 24 guns, taken out of a cartel off the sound, and sent them on board the Cambridge, 84 guns, flag ship in Hamoaze. The Prestwood cutter to the Port Admiral, in turning round Redding point, missed stays and the sails jibbing being belayed, she overset, by which means five of her crew were unfortunately drowned.

31. Wind S. W. Fair. Last night the Havick, 18 guns, came in express from sea. She made the signal of the enemy's fleet being at sea. She brought dispatches for the Admiralty, which were sent off express.

June 1. Wind N. W. Fair.

2. Wind Variable, Fair. Sailed the Neptune, 98 guns, Amelia 44, Amethyst 36, Shannon 32, and Bourdelais 24, on a cruise.

3. Wind E. N. E. Fair. Sailed the Windsor Castle, 98 guns, and Bellona, 74, to join the fleet, and the Warrior, 74 guns, for Portsmouth. Arrived the Spy, 18 guns, from the Downs, with a fleet of coasters; also the Spitfire, 24 guns, Captain Seymour, with three smugglers captured on her passage from Guernsey.

4. A melancholy accident happened on board the Cockchafer armed lugger, of 6 guns. As the crew were reloading their guns to complete the salute on his



Majesty's anniversary, by accident, supposed owing to the vent not being stopped, two mens arms were carried away by the guns going off in running in. They were conveyed to the Royal Hospital, suffered amputation, and are in a fair way of recovery. Arrived with two Indiamen outward-bound, from Portsmouth, the Harpy, 18 guns, Captain Birchall.

5. Wind S. E. Fair. Sailed the Harpy, 18 guns, with a convoy of victualers, for Portsmouth. Arrived the Suwarrow, 16 guns, Lieutenant Nicholson, with dispatches from Earl St. Vincent, which he left all well the 2d instant. She fell in with and captured a *chasse marée* going from Morlaix to Bourdeaux, with three hundred louis on board, to buy a cargo of brandies, &c.

6. Wind E. S. E. Rain.

7. Wind S. E. Fair. Sailed the Gibraltar, 84 guns, Captain Kelly, to join the Channel fleet. Also on a cruise, the Urania, 44 guns, Fisgard 48, Renommée 36, and Suffisante 16. Arrived the Spy, 18 guns, with a convoy from the eastward. This day that beautiful ship L'Heureux, of 24 guns, was purchased into the service, and hauled alongside the Jetty Head to be fitted for commission.

8. Wind N. W. Fair. Arrived from Milford Haven, the Chapman, 24 guns, Captain Keen, with a convoy of seamen for the fleets; and Speedwell, 16 guns, from a cruise.

9. Wind N. W. Fair. Went into dock, the St. Fiorenzo, 44 guns, to have her bottom examined. This day the Princess Royal, 98 guns, Captain Russell, was reported ready for sea, only waiting for seamen.

10. Wind N. W. Fair. Sailed the Thetis 32 guns, Captain Baker, troop ship, to join the Channel fleet; also the Doris, 36 guns, Captain Lord Ranelagh, and Glenmore, 44, Captain Duff. Sailed on a cruise, the Sylph, 18 guns, Captain Dashwood.

11. Wind N. W. Fair. Sailed the Kent, 74 guns, and Dragon 74, for the Straits, with a large supply of naval and military stores; also to join the fleet off Brest, the Pompée, 84 guns, and Russel 74. Arrived from a cruise, the Beaulieu, 44 guns, Valiant lugger, and Lady Duncan lugger.

12. Wind N. W. Fair. Arrived from a cruise, the Spider schooner, Lieutenant Harrison, with the Expedition smuggling lugger of Palperro, with nine hundred ankers of brandy, besides bale goods and tobacco, captured within the limits of the Felt Head. Sailed the Diamond, 36 guns, with the heavy baggage and clothing of the 2d, or Queen's Royal, sailed on the secret expedition some time since.

13. Wind N. W. Fair. Arrived from Quiberon Bay, the Clyde, 44 guns, Captain Cunningham, with dispatches for the Admiralty from Earl St. Vincent.

14. Wind N. W. Fair.

15. Wind N. W. Fair. Arrived the Marlborough, 74 guns, and Centaur 74, from the fleet, having run foul of each other last Tuesday off the Black Rock: the Marlborough sprung her fore-mast, and the Centaur had her bowsprit carried away. This accident is much to be regretted, as by it the fleet will for some time be deprived of one of its greatest ornaments, the Centaur being unquestionably the handsomest and fastest sailing ship in the service: she was launched and commissioned at Woolwich in 1797, and has been uncommonly successful. She was at the reduction of Minorca, and during the course of the war has taken and destroyed no less than four frigates, two brigs, and several privateers and merchant vessels. The day before the accident happened, being, from her superior sailing and management, in the advanced squadron off Brest, she was sent in to reconnoitre that place, and performed the service in a more effectual manner than has ever been done before, as she advanced so near the enemy that shot and shells from both sides the harbour passed over her. The Centaur's head was descriptive of her name, and justly admired for its simplicity and propriety: it was the last figure carved before the late regulations of the Navy Board took place. It is remarkable, that this ship, under her jure-masts, beat the ship sent to see her into port, and beat up into Baripool with the wind at N. N. W. although we learn that her cutwater lay across her star-board bow.

## PORTSMOUTH REPORT,

FROM MAY 26, TO JUNE 22.

**May 26.** Arrived the *Fury*, Captain Curry, with a convoy from Jersey. Sailed the following revenue cutters on a secret service, viz. *Répulse*, Captain Mannings; *Greyhound*, Captain Wilkinson; *Swan*, Captain Ferris; *Rose*, Captain Yeats; *Falcon*, Chief Mate Warton; *Dolphin*, Captain Johns; and *Swallow*, Captain Amos; also the *Pegasus*, armed *en flûte*, with several detachments of regiments for Minorca; *Serpent*, Captain Roberts, for Cork; and *Harpy*, Captain Burchall, with the *Cecilia* Indiaman, which the *Harpy* is to convoy to a certain latitude.

27. Arrived the *Kent*, of 74 guns, Captain Hope, from the Downs.

28. Sailed the *Rambler* sloop of war for Guernsey; and the *Earl St. Vincent* cutter, with a convoy for the Downs.

**June 1.** Arrived the *Hector*, Captain Elphinstone, from Earl St. Vincent's fleet.

2. Arrived the *Circe*, *Plover*, *Eugenie*, and *Osprey*, with fifteen flat-bottomed boats from the Downs; and the *Beaver*, from a cruise.

3. Arrived the *Warrior*, Captain Tyler, from the Channel fleet, to repair her damage she received in the late gale of wind.

4. Arrived the *Restitution* brig, laden with wine, prize to the *Rambler*, Captain Schomberg.

5. Sailed the *Renown*, of 74 guns, Rear-Admiral Sir J. B. Warren, and *Dragon*, of 74 guns, Captain Campbell, to join the Channel fleet.

6. Sailed the *Anson*, of 44 guns, Captain Durham, with a fleet of store ships and victuallers for the Mediterranean; the *Calcutta*, Captain Anderson, with the Banffshire fencibles on board, for Gibraltar; Rowcliffe, Lieutenant Donovan, for Guernsey; *Anson* and *Nile* cutters, on a cruise; and *Sophie*, Captain Burdett, with a convoy for Ireland.

9. Arrived the *Rambler*, Captain Schomberg, and *Harpy*, Captain Birchall, with six transports under their convoy, from Jersey, with Russian troops.

10. Sailed the *Plover*, Captain Galway, with a convoy for the Downs.

11. Sailed the *Argo*, Captain Bowen, to join Earl St. Vincent's fleet.

12. Sailed the *Constance*, Lieutenant Wright, with a convoy for Plymouth; and *Grand Falconer*, Lieutenant Chilcott, on a cruise.

13. Arrived the *Phigenia*, Captain Stackpoole, and the *Thetis* lugger, Lieutenant Corsellis, from Plymouth.

14. Arrived the *Terpsichore*, Captain Gage, from the North Sea; and *Thetis*, Captain Baker.

15. Arrived the *Hercules*, laden with pot-ashes and feathers, detained by his Majesty's ship *Syren*, Captain Gosselin.

16. Monday arrived the *Dolphin* cutter, Lieutenant Jerrett, with *L'Etrusot* and *Genoa*, French privateers, which she captured on the coast of France; also the *Unicorn* cutter, Lieutenant Rowed, from a cruise, and the *Grand Falconer*, Lieutenant Chilcott, from Marcou.

17. Arrived the *Rose* cutter, Lieutenant Smith, from Marcou. Sailed Admiral Bruyer, with two line of battle ships, two frigates, and a transport with Russian troops, for the Baltic.

18. Sailed the *Terpsichore*; the *Eugenie*, Captain Somerville; and *Ospray*, Captain Watts, on a cruise; the *Nile* cutter, Lieutenant Wood, with dispatches for Earl St. Vincent; the *Champion* cutter, with dispatches for Marcou; and the *Hector*, of 74 guns, Captain Elphinstone, for Plymouth, to be paid, from whence she will immediately proceed to the Mediterranean.

19 Arrived the *Antelope* revenue cutter, Captain Case, with a boat laden with 250 casks of spirits; and on Tuesday she sent into Arundel 155 casks of spirits, and 11 bales of tobacco, all of which she had seized. Sailed the *Formidable*, of 98 guns, Captain Thornborough, to join the Channel fleet.

20 Arrived the *Champion* cutter, with dispatches from Marcou; and *Wolverene*, Captain Raigerfield, from Guernsey.

21 Arrived the *Atalante*, of 20 guns, Captain Griffiths, from a cruise.

22 Sailed the *Rose*, Captain Yeates, for Marcou. His Majesty's ship *Juste*, of 84 guns, Captain Sir Henry Trollope, went out of the harbour to Spithead. His Majesty's ship *Active*, of 36 guns, Captain Davers, with the following outward bound East India ships under his convoy, are gone to St. Helens, from whence they will sail as soon as the wind will permit, viz the *Lord Walsingham*, *Earl Spencer*, *Melville Castle*, *Travers*, *Herculean*, *Skelton Castle*, and *Tellicherry*; *Cornwallis* extra ship, and brig *Margaret*. The *America*, of 64 guns, Admiral Sir William Parker, with several transports, having the *Loyal Surrey* Rangers on board, are also at St. Helens, waiting for a fair wind.

## EAST INDIES.

LETTERS received from Bombay by the *Asia*, Captain George M'Innes, bring a confirmation of the very unfortunate accident which happened to his Majesty's sloop of war the *Trincomale*, commanded by Lieutenant Rowe, in the Gulf of Persia, in the month of October last.—An Arab Dow arrived at Bombay the 6th of December, from Muscat, which brought the information communicated by Mr. Manesly, the Company's Resident at Bussorah. It appears that the *Trincomale* was dispatched from Muscat on purpose to intercept two French ships in the Gulf, which had captured the *Pearl*, belonging to Mr. Manesly. She fell in with the said ships, and engaged the *Bruelle Guelle* for twenty minutes, yard-arm and yard-arm, when by some accident, hitherto unaccounted for, both vessels blew up in an instant, and their respective crews unfortunately perished, except four Lascars, belonging to the *Trincomale*.—To the foregoing is added the following account of a very severe gale of wind, which was experienced at Bombay on the 5th of December. It set in from the eastward about two o'clock in the morning, and continued with such steady violence until eleven o'clock, as threatened the destruction of all the ships in the harbour. The *Restoration*, Capt. Galloway, which had not been twelve hours at her moorings, was driven on shore under the Castle, where she is totally lost, and, it is feared, no part of the cargo will be saved. The *Hercules*, Captain M'Farlane, two thirds laden with cotton, for London, is on shore off Cross Island, with five feet water in her hold, and supposed to have bilged. The *Devaynes* parted from two anchors. Many lives have been lost in the harbour, and it is feared the accounts of the gale, from both the southward and northward, will be lamentable.

The Purser of the fleet of East India ships, lately arrived, have brought all their packets to the India House, except those belonging to the *Dublin*. The packets lost by the Purser of the *Dublin*, we are informed, were prevented from falling into the hands of the enemy. There are now several packets on board the above ships, full of letters for individuals.

Extract of a Letter from an officer on board his Majesty's ship *Adamant*, Capt. Hotham, dated Table Bay, Feb. 18:—

"We returned on the 1st instant from our cruise off the Mauritius, after succeeding in its object, which was the destruction of the *La Preneuse*, a 44, and the only frigate in these seas. We fortunately went into that part of the island where the *Tremendous* was chasing her from the other part. In running close along shore to avoid us, she went on a reef, where we arrived just in time to salute her with a few shot, and to make her strike. Her masts being cut away, she was deserted by all on board, except the Captain and fifteen officers. Captain Osborn sent word to Captain Hotham, that if he judged it prudent and practicable, he might send boats on board. He sent accordingly



Lieutenant Grey, with three boats, with which he most gallantly boarded her, secured the Captain and officers, brought them in the boats, laid his train, and blew her up. Captain L'Hermitte said he had force enough to have destroyed the boats; but having struck to the *Adamant*, he did not think himself justifiable, as a man of honour, in making any resistance. I am happy to say this service was performed without the loss of a single man; and Captain Hotham expressed his satisfaction at seeing Lieutenant Grey execute his orders with such firmness, discretion, and efficiency."

## AMERICA.

NEW YORK, FEB. 25.

YESTERDAY morning Lieutenant Shaw, of the armed schooner *Experiment*, arrived at Marcus Hook from a cruise, being dispatched by Commodore Truxton with letters for the Secretary of the Navy, from which the following are extracts:

SIR,

*United States Ship Constellation, at Sea, Feb. 3.*

On the 30th ult. I left St. Christopher's with the *Constellation* in excellent trim, and stood to windward, in order to gain the station for myself before the Road of Guadaloupe; and at half past seven, A. M. of the day following I discovered a sail to the S. E. to which I gave chase, and for the further particulars of that chase, and for the action after it, I must beg to refer to the extracts from my Journal herewith, as being the best mode of exhibiting a just and candid account of all our transactions in the late business, which has ended in the almost entire dismantlement of the *Constellation*; though, I trust, to the high reputation of the American flag.—I have the honour to be, &c.

THOMAS TRUXTON.

*Benjamin Stoddart, Esq. Sec. of the Navy.*

*Occurrences on board the United States Ship Constellation of 38 Guns, under my Command, Feb. 1.*

Throughout these twenty-four hours very unsettled weather; kept on our tacks, beating up under Guadaloupe; and at half past seven A. M. the road of Basseterre bearing E. five leagues distance, saw a sail in the S. E. standing to the S. W. which from her situation I at first took for a large ship from Martinique, and hoisted English colours on giving chase by way of inducement for her to come down and speak me, which would have saved us a long chase to leeward off my intended cruising ground; but finding she did attempt to alter her course, I examined her more minutely as we approached her, and discovered that she was a heavy French frigate, mounting at least 54 guns. I immediately gave orders for the yards, &c. to be slung with chains, top-sail-sheets, &c. stoppered, and the ship cleared, and every thing prepared for action, and hauled down the English colours. At noon the wind became light, and I observed the chase, that we had before been gaining fast on, held way with us; but I was determined to continue the pursuit, though the running to leeward I was convinced would be attended with many serious disadvantages, especially if the objects of my wishes were not gratified.

Passed two schooners standing to the northward: one of them shewed American colours, and was a merchant vessel, and the other I supposed to be of the same description.

Feb. 2, at one P. M. the wind being somewhat fresher than at the noon preceding, and appearance of its continuance, our prospect of bringing the enemy to action began again to brighten, as I perceived we were coming up with the chase fast and every inch of canvas being set that could be of service, except the bog reefs, which I kept in the top sails, in case the chase finding an escape from our thunder impracticable, should haul on a wind and give us fair battle; but this did not prove to be her commander's intention. I however got within hail of him at eight P. M. hoisted our ensign, and had the candles in the battle lanterns all lighted, and the large trumpet in the lee gangway ready to speak him, and to demand the surrender of his ship to the United States of America;



but he at that instant commenced a fire from his stern and quarter guns, directed at our rigging and spars. No parley then being necessary, I sent my principal Aid-de-Camp, Mr. Vandyke, to the different officers commanding divisions on the main battery, to repeat strictly my orders, before given, not to throw away a single charge of powder, but to take good aim, and fire directly into the hull of the enemy; and load principally with two round shot, and now and then with a round shot, and a stand of grape, &c. to encourage the men at their quarters; to cause or suffer no noise or confusion whatever; but to load and fire as fast as possible when it could be done with certain effect. These orders being given, in a few moments I gained a position on his weather quarter, that enabled us to return effectually his salute, and thus a close and as sharp an action as ever was fought between two frigates commenced, and continued until within a few minutes of one A. M. when the enemy's fire was completely silenced, and he was again sheering off.

It was at this moment that I considered him as my prize, and was trimming in the best manner I could, my much shattered sails; when I found my main-mast was totally unsupported by rigging, every shroud being shot away, and some of them in several places, that even stoppers were useless, and could not be supplied with effect. I then gave orders to the officers to send the men up from the gun deck, to endeavour to secure it, in order that we might go alongside of the enemy again as soon as possible; but every effort was in vain, for the main-mast went over the side in a few minutes after, and carried with it the top-men among whom was an amiable young gentleman, who commanded the main top, Mr. James Jervis, son of James Jervis, Esq. of New York. It seems this young gentleman was apprised of the mast going, in a few minutes, by an old seaman; but he had already so much of the principle of an officer ingrafted on his mind, not to leave his quarters on any account, that he told the man if the mast went they must go with it, which was the case, and only one of them was saved.

I regret much his loss, as a promising young officer, and amiable young man, as well as on account of a long intimacy that has subsisted between his father and myself; but have great satisfaction in finding that I have lost no other, and only two or three slightly wounded, out of 39 killed and wounded; 14 of the former, and 25 of the latter.

As soon as the main mast went, every effort was made to clear the wreck from the ship as soon as possible, which was effected in about an hour. It being impossible to pursue the enemy, and as her security was then the great object, I immediately bore away for Jamaica, for repairs, &c. finding it impossible to reach a friendly port in any of the islands to windward.

I should be wanting in common justice, was I to omit to journalize the steady attention to order, and the great exertion and bravery of all my officers, seamen and marines, in this action, many of whom I had sufficiently tried before on a similar occasion, and all their names are recorded in the muster-roll I sent to the Secretary of the Navy, dated the 19th of December last, signed by myself.

All hands are employed in repairing the damages sustained in the action, so far as to get the ship into Jamaica as soon as possible.

THOMAS TRUXTON.

### Promotions and Appointments.

MR. WALLACE one of the Lords of the Admiralty, succeeds Mr. Caning at the Board of Controul.

Captain Darby is appointed to the *Spencer*, a remarkable fine ship, of 74 guns, lately launched at Bucklershard.

Captain W. Mitchell is appointed to the *Zealand* of 64 guns, in the room of Captain Parr.

Lieutenant George Samuel Stovin, promoted in December last to the rank of Master and Commander of his Majesty's sloop *Chance*, West Indies.

William Mounier, Esq. late of the *Tigre*, is appointed First Lieutenant of the *Trusty*.

Lieutenant I. H. Talbot has taken the command of the Sheerness hired cutter, at Sheerness.

Lieutenant G. Searle, of the Commerce de Marseilles, to be one of the Lieutenants of the Royal Naval Hospital, Plymouth, vice Lieutenant Hayter, deceased.

Mr. Stuart, Surgeon in the Royal Navy, to be Surgeon of the Convalescent Ship.

George Grant, Esq. Secretary to Admiral Sir Alan Gardner, and Purser of the Royal Sovereign, has resigned those situations; he is succeeded by John Scott, Esq. Purser of the Formidable, of 98 guns, to which ship D. A. Hemsworth, Esq. is appointed his successor. Henry Harker, Esq. is also appointed Purser of the Hector, and F. Beatty, Esq. to the San Ysidro.

#### MARRIAGES.

AT Gosport, Thomas Stares, jun. Esq. of Farnham, Hants, to Miss Eliza Parker, youngest daughter of Vice Admiral Sir William Parker, Bart. Commander in Chief on the Halifax station.

At Plymouth, Captain Thicknesse, of the Pelican sloop of war, to Miss S. A. Frazer.

Mr. G. Bellamy, Surgeon of the Spencer, of 74 guns, to Miss Cremer, Plymouth.

Lately, at Chichester, Captain Prishain, to Miss Ventham, daughter-in-law to Captain Cromwell.

The 8th instant, Captain Brett, of the Navy, to Miss Sykes, of Arundel-street, Strand.

#### OBITUARY.

LATELY, at Oxford, after a lingering illness, most sinserely regretted by his family and friends, Lieutenant Edward Birch, late First Lieutenant of the Triumph.

At Watford, Lieutenant J. A. Nicholl, of the Bellerophon, lately returned from the Mediterranean.

Lately, Lieutenant James Cook, of Seaford, in Sussex. He had served his country forty years under Lord Howe, Earl St. Vincent, and other Naval Heroes.

The 9th instant, Joseph Davis, Esq. Clerk of the Cheque of his Majesty's Dock-yard at Portsmouth. He is succeeded by J. Cutforth, Esq. one of the Clerks from the Admiralty Office.

The 10th. in the Royal Hospital, at Haslar, Mr. John Forbes, a Master in the Navy. His last eulogy is in the affectionate esteem of his brother officers; his praises, the esteem of his late Commanders, Sir R. Hughes, J. Harvey, Admirals Mann and Ferguson. As a professional character, he stood distinguished in the sphere of his naval friends. He has been honoured by the solicitations of several to revise charts for publication, and much advantage has been derived from his judicious corrections, particularly—the Chart of the British Channel.

The remains of the late estimable Admiral Vandeput were deposited in the burial ground at Nassau, New Providence, the 20th of March.

Lately, at Dublin, Lieutenant James Eoyd, of the Navy, forty-two years a commissioned Officer, and regulating Officer of the Impress Service in that city, aged 73 years:

#### MR. EDITOR.

I HAVE lately seen in your Naval Chronicle (Vol. III. p. 395,) under the signature of NAUTICUS, a letter which respects the capture of La Loire, which grossly misrepresents the circumstances. The writer (amongst other things,) takes upon himself to say, as of his own knowledge, that the Kangaroo “did not come up till eight minutes after La Loire had struck.” In this he tells an infamous, wilful, and malicious falsehood.—I am, Sir, your humble servant,

VERITAS.

# A P P E N D I X.

## CHRONOLOGICAL LIST

OF THE

Royal Navy of Great Britain,

*At the Commencement of the present Year 1800.*

*(Concluded from our last.)*

Arranged according to the Years in which the Ships were built, with their DIMENSIONS; and the NAMES of the several COMMANDERS appointed to them, from the Beginning of the PRESENT WAR.

### No. III.

1793.

**CAESAR**, 80 Guns. Built at Plymouth. Length of gun-deck, 181 feet; of keel, 149 feet, 3 inches and an half. Tons, 1092. Commanded, first by Captain A. J. P. Molloy, in 1793. In 1793, Captain J. Whitby, with Vice Admiral Cornwallis's flag. In January 1795, Captain W. Mitchell. In June, Captain C. Nugent. In February 1797, Captain Rodham Home. In March 1799, Captain Sir James Saumarez, who still commands her. *Turkey.*

**MINOTAUR**, 74 Guns. Built at Woolwich. Length of gun-deck, 172 feet, 3 inches; of keel, 140 feet, 5 inches and a quarter. Tons, 1703. Captain T. Louis appointed to her in 1794, with the flag of Vice Admiral Macbride. *Mediterranean.*

**ALBICORE**. A Sloop. 16 Guns. Built at Randall's Yard, Rotherhithe. Captain G. Parker appointed to her in 1794. In June 1795, Captain E. Fellows. In January 1796, Captain G. Eyre. In March, Captain R. Winthrop. In February 1797, Captain S. P. Forster. In November 1798, Captain T. White. In October 1799, Captain J. Chikott, her present commander. *Jamaica.*

**HAWKE**. A Sloop. Built at Deptford. Commanded in 1793 by Captain R. Burton. In 1794, by Captain G. Bowen. In June 1795, Captain B. Hale was appointed to her. In January 1797, Captain E. Rotherham, her present commander. *West Indies.*

1794.

**PRINCE OF WALES**, 98 Guns. Built at Portsmouth. Length of gun-deck, 182 feet; of keel, 140 feet, 8 inches. Tons, 1020. Commanded in 1795, by Captain J. Bazely (2), with Rear Admiral H. Harvey's flag. In December 1796 Captain J. Harvey succeeded Captain Bazely. In April 1797 Captain F. Harvey was appointed to her. In January 1798, Captain R. Brown. In June 1799, Captain A. Renou. In November, Rear Admiral Lord Hugh Seymour hoisted his flag in her. *West Indies.*

**MARS**, 74 Guns. Built at Deptford. Length of gun-deck, 176 feet; of keel, 144 feet, 3 inches. Breadth, 40 feet. Depth in hold, 20 feet. Tons, 1842. Captain C. Cotton appointed to her in 1795. In February 1797, Capt. Alexander Hood. In July 1798, Captain J. Manley. In May 1799, Captain J. Mouchnig, with Rear Admiral the Hon. G. Berkeley. *Channel.*

**DIAMOND**, 38 Guns. Built at Barnard's Yard, Deptford. In 1794 Captain Sir W. Sieney Smith was appointed to her. In December 1796, Captain Sir R. J. Sirahan. In April 1799, Captain E. Griffith. *Channel.*

**DIANA**, 38 Guns. Built at Randall's Yard, Rotherhithe. Commanded in 1794, Captain J. Faulknor. In March 1799, Captain A. Frazer. *West Indies.*

**SEA HORSE**, 38 Guns. Built at Stalkart's Yard, Rotherhithe. In 1794 Captain J. Peyton was appointed to her. In June 1796, Captain K. D. Oliver. In December, Captain G. Oakes. In July 1797, Captain S. F. Freemantle. In October, Captain E. J. Foote, her present commander. *Sheema.*

**ALCMENE**, 32 Guns. Built at Harwich. Captain W. Browne appointed to command her in 1795. In June 1796, Captain J. Core. Captain W. Browne returned the command in November. In June 1798 Captain G. Hope was appointed to her. In June 1799, Captain M. Digby. *Plymouth.*

**CERBERUS**, 32 Guns. Built at Southampton. Captain J. Drew appointed to her in January 1795. In January 1798, Captain J. McNamara (2). *Plymouth.*

**GALATEA**, 32 Guns. Built at Portsmouth. Commanded in 1794 by Captain R. G. Keats. In January 1795, by Captain F. Cole. In March 1795 Captain R. G. Keats was appointed to her. In July, Captain G. B. Eg. *Ireland.*

**STAG**, 32 Guns. Built in the King's Yard, Chatham. Commanded in 1794 by Captain Joshua Sydney Yorke, her present commander. *Channel.*

**UNICORN**, 32 Guns. Built in the King's Yard, Chatham. Captain W. Cayley appointed to her in 1794. In July 1795, Captain T. Williams. In March 1797, Captain James Young. In April 1799 Captain A. Wilkinson, her present commander. *Channel.*

**SPANKER**, 24 Guns. Commanded in January 1795 by Captain Edward Tyrrel. In September, by Captain J. Whitby. In December, by Captain G. B. Smith. In January 1796 Lieutenant J. Hay was appointed to her. In October 1798, Lieutenant W. Caplan. *Queen's Swine.*

**PYLADES**. A Sloop. 18 Guns. Built at Millers's Yard, Rotherhithe. Captain T. Twyffen commanded her in 1795. In April 1797 Captain A. Mackenzie was appointed to her. In November 1799, Captain J. Lockers, who still commands her. *Sheema.*



# CHRONOLOGICAL LIST OF THE ROYAL NAVY.

- FAVOURITE.** A Sloop. 16 Guns. Built at Randall's Yard, Rotherhithe. Captain C. White appointed to her in 1794. In September 1795, Captain J. A. Wood. In May 1797, Captain S. Powell. In July, Captain J. Hanlon. In January 1798, Captain Lord Camelford. In May 1799, Captain J. Webb. *Tarwater.*
- HAZARD.** A Sloop. 16 Guns. Built at Brindley's Yard, Finsbury. Captain J. Loring appointed to her in 1794. In 1795, Captain R. D. Oliver. In September 1796, Captain A. Ruddack. In July 1798, Captain W. Butterfield.
- HORNET.** A Sloop. 16 Guns. Built at Stalkart's Yard, Rotherhithe. Captain C. Paul was appointed to her in 1794. In January 1795, Captain W. Lukin. In January 1796, Captain R. Larkan. In November 1796, Captain J. Nail, who still commands her. *West Indies.*
- LARK.** A Sloop. 16 Guns. Built at Pitcher's Yard, Northfleet. Captain J. Rowley appointed to her in 1794. In September 1795, Captain W. Ogilvy. In April 1799, Captain J. W. Loring. *Jamaica.*
- LYNX.** A Sloop. 16 Guns. Built at Cleverley's Yard, Gravesend. Captain C. V. Penrose appointed to her in 1794. In 1795, Captain J. P. Beresford. In January 1796, Captain T. Tireman. In February 1797, Captain J. Pennic. In October, Captain R. T. Hall. In October 1799, Captain A. Skene, her present commander. *West Indies.*
- PETTERELL.** A Sloop. 16 Guns. Built at Wilton's Yard, Chatham. Captain S. G. Church appointed to command her in 1794. In January 1795, Captain E. L. Gower. In November 1795, Captain Charles Ogle. In 1796, Captain S. Wodehouse. In March 1797, Captain Lord Proby. In August 1797, Captain T. G. Caulfield. In October 1798, Captain H. Downman. In November, Captain George Long. In February 1799, Captain G. Jones. In July, Captain F. W. Auten. *Mediterranean.*
- RANGER.** A Sloop. 16 Guns. Built at Hills and Co's Yard, Limehouse. Captain J. Hardy appointed to command her in 1794. In January 1797, Captain C. Campbell. Captain John Little in September 1799, who still commands her. *North Seas.*
- 1795.**
- VILLE DE PARIS,** 110 Guns. Built in the King's Yard, Chatham. Length from head to stern, 230 feet. Width, 53 feet. Tons, 2332. Captain W. Lock appointed to her in November 1796. In April 1797, Commodore Sir R. Calder hoisted a broad pendant on board her. In June, Admiral Sir J. Jarvis hoisted his flag in her; First Captain, Sir R. Calder; Second Captain, George Grey. In March 1799 Captain W. Bathurst succeeded Capt. Grey, and still commands her. *Channel.*
- CAROLINE,** 36 Guns. Built at Randall's Yard, Rotherhithe. Captain W. Luke appointed to her in November 1795. In November 1798, Captain the Right Hon. Lord H. Pawlet. In January 1799, Captain W. Bowen, who still commands her. *Mediterranean.*
- DORIS,** 36 Guns. Built at Cleverley's Yard, Gravesend. Captain the Hon. C. Jones appointed to her in November 1795. In July 1797, Lord Ranelagh, who still commands her. *Channel.*
- DRYAD,** 36 Guns. Built at Barnard's Yard. Captain Lord Amelius Beauclerk appointed to her in December 1795. In December 1798, Captain C. J. M. Mansfield, who still commands her. *Ireland.*
- EMERALD,** 36 Guns. Built at Pitcher's Yard, Northfleet. Captain V. C. Berkeley appointed to her in December 1795. In September 1797, Captain J. Waller. In December, Captain the Right Hon. Lord Proby. In April 1798, Captain T. M. Waller, who still commands her. *Lisbon.*
- FRÖBE,** 36 Guns. Built at Dudman's Yard, Deptford. Captain R. Barlow appointed to her in December 1795, and still commands her. *Channel.*
- BEAVER.** A Sloop. 18 Guns. Built at Chatham. Captain S. G. Warner appointed to command her in December 1795. Captain R. Browne in July 1796. Captain R. Maiten in November 1797. Captain C. B. Jones in December 1798, who still commands her. *Channel.*
- CAMELEON.** A Brig. 18 Guns. Built of fir. Commanded in November 1795 by the Hon. Captain Bennett. In February 1796 Captain R. B. Bowyer was appointed to her. In May 1797 Lord Viscount Falkland. In November Captain R. R. Bowyer again resumed the command of her. In June 1798 Captain J. Stiles. In November 1799 Captain F. C. Maitland. In December Captain J. Dalrymple was appointed to and still commands her. *Channel.*
- RITE.** A Brig. 18 Guns. Built of fir at Portsmouth. Commanded in July 1795 by Captain M. Malbon. In March 1796 Captain W. Brown was appointed to her. In January 1799 Captain C. Ljdiard, who still commands her. *North West Indies.*
- KANGAROO.** A Brig. 18 Guns. Built at Deptford of fir. Commanded in November 1796 by the Hon. Captain Courtenay Boyle. In January 1798 Captain E. Brace was appointed to her and still commands her. *Ireland.*
- PELICAN.** A Brig. 18 Guns. Built at Deptford of fir. Commanded November 1795 by Captain J. C. Searle. In May 1797 Captain J. Webb was appointed to her. In January 1798 Captain J. Galtsoyne. In January 1799 Captain R. Philpot, her present commander. *Plymouth.*
- RACCON.** A Brig. 18 Guns. Built at Deptford of fir. Commanded in November 1795 by Captain H. Raper. In March 1796 Captain E. Roe was appointed to her. In May 1797 Captain R. Lloyd. In December 1799 Capt. W. Ralstone her present commander. *Shetland.*
- SAGUILL.** A Brig. 18 Guns. Built of fir. Captain H. Wray appointed to her in October 1795, and still commands her. *Channel.*
- STAR.** A Brig. 18 Guns. Built of fir. In October 1795 the Hon. Captain J. Colvill was appointed to her. In January 1797 Captain D. Atkins. In November 1798 Captain J. Gardner, who still commands her. *Cape of Good Hope.*
- SWALLOW.** A Brig. 18 Guns. Built of fir. Captain G. Powke appointed to her in November 1795. In November 1798 Captain W. Saunderson. In June 1799 Captain J. Hayes, who still commands her. *Jamaica.*
- SYLPH.** A Brig. 18 Guns. Built of fir. Captain J. C. White appointed to her in September 1795. Captain G. Dalwood in September 1799, who still commands her. *Channel.*
- DILIGENCE.** A Brig. 16 Guns. Captain J. Webb appointed to her in January 1796. Captain R. Mends in Jan. 1797, who still commands her. *Jamaica.*
- LILLY.** A Brig. 16 Guns. Late the Spencer Sloop. Commanded in 1796 by Captain T. Hurd. In January 1797 Captain A. F. Egan, was appointed to her. In August 1798 Captain J. Dunbar. In November Captain J. Walton, who still commands her. *Halifax.*
- BUTTLE.** A Sloop. 16 Guns. Built at Raymond's Yard. Captain W. T. Lake appointed to her in April 1795. Captain J. Cooke in January 1796. In June 1797 Captain J. Allen. In July Captain J. Hall. In February 1799 Captain J. Hayes. In April Captain J. M. Spread. In October Captain W. Robinson. *Jamaica.*



# CHRONOLOGICAL LIST OF THE ROYAL NAVY.

**ÆPHYR**, A Sloop. 14 Guns. Captain R. Lawrie appointed to her in September 1795. In August 1796 Captain R. Champain. In October Captain G. Reynolds. In December Captain W. Champain, who commands her at present. *West Indies*.

1796.

**AGINCOURT**, 64 Guns. Built at Perry's Yard, Blackwall. Captain J. Williamson appointed to her in October 1796. Captain J. Lawford in January 1798. Captain J. Bligh in March, with Vice-Admiral the Hon. W. Waldegrave's flag. *South Sea*.

**ARDENT**, 64 Guns. Built at Pitcher's Yard, Northfleet. Captain R. Burgess appointed to her in June 1796. In November 1797 Captain T. Bertie, who still commands her. *North Barmouth*.

**MONMOUTH**, 64 Guns. Built at Randall's Yard, Rotherhithe. The Right Hon. Earl of Northesk was appointed to command her in July 1796. Captain J. Walker in November 1797. Captain R. Deane in March 1798. In January 1799 Vice Admiral A. Dickson hoisted his flag on board her. In April Captain George Hart, who still commands her. *North Barmouth*.

**YORK**, 64 Guns. Built at Barnard's Yard, Deptford. Captain J. Ferrier appointed to her in May 1796, and still commands her. *Jamaica*.

**CLYDE**, 38 Guns. Built at Chatham of fir. Captain C. Cunningham appointed to her in June 1796, and still commanding her. *Plymouth*.

**TAMER**, 38 Guns. Built at Chatham of fir. Captain Paget Bayley appointed to her in June 1796. In January 1797 Captain T. B. Martin. In December Captain T. Western, who still commands her. *West Indies*.

**GLENMORE**, 36 Guns. Built of fir. Captain G. Duff appointed to her in May 1796, and still commands her. *West Indies*.

**TRENT**, 36 Guns. Built at Woolwich of fir. Captain E. Rowater appointed to her in June 1796. In October 1797 Captain R. Bagot. In September 1798 Captain R. W. Otway, who still commands her. *Jamaica*.

**MAIDSTONE**, 32 Guns. Built at Deptford of fir. Captain J. Mathews appointed to her in March 1796. Captain R. Donely in January 1799, who still commands her. *Jamaica*.

**SHANNON**, 32 Guns. Built at Deptford of fir. Captain A. Frazer appointed to her in February 1796. Captain C. D. Pater in April 1799, who still commands her. *Falmouth*.

**TRITON**, 32 Guns. Built at Deptford of fir. Captain J. Gore appointed to her in June 1796, and still commands her. *Plymouth*.

**ARROW**, 30 Guns. A Sloop. Built with a sliding keel. Captain N. Portlock appointed to her in November 1796. Captain W. Bolton in November 1799, who still commands her. *North Sea*.

**DART**, 30 Guns. A Sloop. Built with a sliding keel. Captain R. Raper appointed to her in November 1796. Captain P. Campbell in May 1799, who still commands her. *Sheriffs*.

**ALBATROSS**, 18 Guns. A Brig. Built at Rofs's Yard, Chatham. Captain G. Scott appointed to her in January 1796. Captain Charles Adams in July 1798, and still commands her. *East Indies*.

**CYANE**, 18 Guns. Captain R. Manning appointed to her in June 1796. Captain H. Matton in January 1799, and still commands her. *West Indies*.

**HARPY**, 18 Guns. A Brig. Built at Mr. King's Yard, Dover. Captain H. Bazely appointed to her in May 1796, and still commands her. *Channel*.

**HOUND**, 18 Guns. A Brig. Built at Hill's Yard, Sandwich. Captain J. Wood appointed to her in May 1796, and still commands her. *Hartwich*.

**PLOVER**, 18 Guns. A Sloop. Captain J. Cheffyre appointed to her in May 1796, and still commands her. *Spithead*.

**STORK**, 18 Guns. Captain R. H. Pardon appointed to her in January 1797. Captain C. Laroche in September 1798, who still commands her. *Jamaica*.

**TERMAGANT**, 18 Guns. Built at Dudman's Yard, Deptford. Captain D. Trefon appointed to her in June 1796. Captain D. Lloyd in December. Captain R. Allen in April 1799. *Malifax*.

**BITTERN**, 16 Guns. A Sloop. Built at Adams's Yard, Bucklershard. Captain T. Lavie appointed to her in June 1796. Captain L. Kirtoe in October 1797, who still commands her. *West Indies*.

**CYNTHIA**, 16 Guns. A Sloop. Built at Deptford, with a sliding keel. Captain M. Malbow appointed to her in July 1796.

**DRIVER**, 16 Guns. Captain T. Hind appointed to her in October 1797. Captain J. Seater in January 1798. In December Captain James Dunbar, who still commands her. *North Sea*.

**MERLIN**, 16 Guns. A Sloop. Built at Dudman's Yard, Deptford. Captain T. Dundas appointed to her in May 1796. Captain J. R. Mot in August 1798. Captain W. Robinson in December 1799. *Hood's Bay*.

**REDBRIDGE**, 16 Guns. A Schooner. Lieutenant G. Hayes, her present commander, was appointed to her in April 1796.

**SPEEDWELL**, 14 Guns. A Brig. Lieutenant E. Williams appointed to her in February 1796. Lieutenant James Reddy in July 1798, who still commands her. *Sheriffs*.

**ELING**, 12 Guns. A Schooner. Lieutenant W. Peake appointed to her in July 1798, who still commands her. *Hartwich*.

**THETIS**, 8 Guns. A Schooner. Lieutenant C. Corbellis appointed to her in June 1799, who still commands her. *Portsmouth*.

1797.

**NEPTUNE**, 98 Guns. Built in the King's Yard, Deptford. Captain E. H. Stanhope appointed to her in May 1797. In July Commodore Sir Erasmus Gower hoisted his broad pendant on board her. Captain J. Vashon appointed to her in April 1799, and still commands her. *Plymouth*.

**CENTAUR**, 74 Guns. Built in the King's Yard, Woolwich. Captain J. Markham appointed to her in July 1797, and still commands her. *Plymouth*.

**LANCASTER**, 64 Guns. Built at Randall's Yard, Rotherhithe. Captain J. Wells appointed to her in January 1797. Vice Admiral Sir Roger Curtis hoisted his flag in April 1799. In May Captain T. Larcom succeeded Captain Wells, and still commands her. *Gulf of Good Hope*.

# CHRONOLOGICAL LIST OF THE ROYAL NAVY.

- ASSISTANCE**, 50 Guns. Captain H. Mowat commanded her in 1797. Captain J. O. Hardy appointed to her in October 1798. Captain R. Hall in December 1799, who still commands her. *Halifax*.
- CAMERIAN**, 44 Guns. Built at Portsmouth. Captain Sir T. Williams appointed to her in April 1797. In May Captain the Hon. A. K. Legge, who still commands her. *Channel*.
- ENDYMION**, 44 Guns. Built at Randall's Yard, Rotherhithe. In July 1797 Captain Sir Thomas Williams was appointed to her, and still commands her. *Spithead*.
- ACASTA**, 40 Guns. Built at Wells's Yard, Rotherhithe. Captain R. Lane appointed to her in February 1797. Capt. E. Fellowes in May 1799, who still commands her. *Jamaica*.
- BOADICEA**, 38 Guns. Built at Adams's Yard, Bucklerhard. Captain R. G. Keates appointed to her in July 1797, and still commands her. *Channel*.
- HYDRA**, 38 Guns. Built at Cleverley's Yard, Gravesend. Captain Sir Francis Laforey appointed to her in April 1797, who still commands her. *West Indies*.
- NAIAD**, 38 Guns. Built at Hill's Yard, Limehouse. Captain W. Pierrepont appointed to her in April 1797. The Hon. Captain J. Murray in December 1799. *Plymouth*.
- STRIUS**, 36 Guns. Built at Dudman's Yard, Deptford. Captain R. King appointed to her in June 1797, and still commands her. *Plymouth*.
- BUSY**, 18 Guns. A Brig. Captain J. A. Ommanney appointed to her in January 1798, and still commanding her. *Harwich*.
- CRUISER**, 18 Guns. A Brig. Captain C. Wolfaston appointed to her in March 1798, and still commanding her. *Sheerness*.
- OSPREY**, 18 Guns. A sloop. Captain J. Watts appointed to her in November 1797, and still commanding her. *Sheerness*.
- DASHER**, 16 Guns. Captain J. Seater appointed to her in October 1797. Captain G. Tobin in August 1798, and still commands her. *Channel*.
- MILBROOK**, 16 Guns. Schooner. Lieutenant M. Smith appointed to her in April 1799, and still commands her. *Channel*.
- ECHO**, 14 Guns. Captain G. E. Hamond appointed to her in November 1797. Captain J. Allen in January 1799, and still commands her. *Jamaica*.
- RAMBLER**, 14 Guns. A Sloop. Lieutenant A. W. Schomberg appointed to her in March 1797, and still commanding her. *Portsmouth*.
- VOLCANO**, 8 Guns. A Bomb Vessel. Captain I. Cotgrave appointed to her in October 1797, and still commands her. *Nore*.
- DISPATCH**, 6 Guns. Navy Transport. Lieutenant J. C. Wood appointed to her in November 1797, and still commands her. *Plymouth*.
- 1798.
- TEMERAIRE**, 98 Guns. Built at Chatham. Captain P. Puget, her present Commander, appointed to her in April 1799, Rear Admiral Sir J. B. Warren hoisted his flag on board her in August. Rear Admiral J. H. Whitshed in November. *Channel*.
- AJAX**, 80 Guns. Built at Randall's Yard, Rotherhithe. Captain J. H. Whitshed appointed to her in January 1798. Captain J. Holloway in June 1798. In July Captain J. Fakenham. Captain J. Osborn in April 1799. In May the Hon. A. F. Cochrane, her present commander. *Channel*.
- FOUDROYANT**, 80 Guns. Built at Plymouth. Captain Sir Thomas Byard appointed to her in June 1798. Captain Elphinstone in November, with Vice Admiral Lord Keith's flag. In June 1799 Captain T. M. Hardy, with Rear Admiral Lord Nelson's flag. *Mediterranean*.
- ACHILLES**, 74 Guns. Built at Cleverley's Yard, Gravesend. Captain H. E. Stanhope appointed to her in July 1798. Captain G. Murray in April 1799, who still commands her. *Channel*.
- DRAGON**, 74 Guns. Built at Wells's Yard, Rotherhithe. Captain G. Campbell appointed to her in April 1798, and still commands her. *Channel*.
- KENT**, 74 Guns. Built at Perry's Yard, Blackwall. Captain G. Hope appointed to her in February 1798, with Admiral Lord Viscount Duncan's flag. *Yarmouth*.
- NORTHUMBERLAND**, 74 Guns. Built at Barnard's Yard, Deptford. Captain E. W. C. Bowen appointed to her in July 1798. Captain G. Martin in August, with Vice Admiral J. Colpoys' flag. *Mediterranean*.
- RENOWN**, 74 Guns. Built at Dudman's Yard, Deptford. Captain A. Bertie appointed to her in April 1798. Captain T. Eyles, her present commander, in November 1799, with Rear Admiral Sir J. B. Warren's flag. *Channel*.
- SUPERB**, 74 Guns. Built at Pitcher's Yard, Northfleet. Captain J. Sutton appointed to her in July 1798, and still commands her. *Spithead*.
- DIOMEDE**, 50 Guns. Built at Deptford. The Hon. Captain C. Elphinstone appointed to her in March 1798, and still commands her. *East Indies*.
- PENELOPE**, 36 Guns. Captain H. Blackwood appointed to her in November 1798, and still commands her. *Mediterranean*.
- AMPHION**, 32 Guns. Built at Bett's Yard, Miffleythorn. Captain Bennett appointed to her in July 1798, and still commanding her. *Jamaica*.
- BOREAS**, 28 Guns. Lieutenant Milner appointed to her in July 1798, and still commands her. *Nore*.
- LEIGHTON**, 22 Guns. Armed with carronades. *Nore*.
- PHEASANT**, 18 Guns. Built at Shoreham. Captain William Skipley appointed to her in July 1798, and still commands her. *America*.
- SNAKE**, 18 Guns. A Sloop. Captain J. M. Lewis appointed to her in April 1798, and still commands her. *Spithead*.
- VICTOR**, 18 Guns. Built at Lynn. Captain J. Rennie appointed to her in June 1798. Captain G. R. Collier in November 1799, who still commands her. *Sheerness*.

## CHRONOLOGICAL LIST OF THE ROYAL NAVY.

- NETLEY**, 16 Guns. A Schooner. Built with a sliding keel. Lieutenant F. G. Bond appointed to her in July 1798, and still commands her. *Lisbon*.
- PORPOISE**, 10 Guns. Armed Ship. Built in the King's Yard, Deptford. Captain Walter Scott appointed to her in July 1798, and still commands her. *Portsmouth*.
- GENERAL SMALL**, 8 Guns. Lieutenant T. Tonzeau appointed to her in August 1798. *Ireland*.
- GARLAND**, 6 Guns. Tender. Lieutenant Francis Banks appointed to her in August 1798, and still commands her. *West Indies*.
- HEXHAM**, 6 Guns. Transport. Lieutenant W. Bailes, her present commander, appointed to her in April 1799. *Plymouth*.
- PLYMOUTH**. Tender. *Portsmouth*.
- SUPPLY**. Naval Transport. Lieutenant T. Pope, her present commander, appointed to her in December 1798. *Cork*.
- 1799.**
- HUSSAR**, 44 Guns. Built in the King's Yard, Woolwich. Captain Lord Viscount Garlies, her present commander, appointed to her in November 1799. *Nore*.
- ACTIVE**, 38 Guns. Built in the King's Yard, Chatham. Captain Charles Sydney Davers, her present commander, appointed to her in December 1799. *Chatham*.
- AMAZON**, 38 Guns. Built in the King's Yard, Woolwich. Captain Edward Riou, her present commander, appointed to her in June 1799. *Spithead*.
- AMETHYST**, 38 Guns. Built in the King's Yard, Deptford. Captain J. Cooke (1), her present commander, appointed in May 1799. *Chamel*.
- APOLLO**, 36 Guns. Built at Dudman's Yard, Deptford. Captain P. Halkett, her present commander, appointed to her in October 1799. *West Indies*.
- MINORCA**, 18 Guns. A Sloop. Built at Minorca. Captain G. Miller. *Mediterranean*.
- PORT MAHON**, 18 Guns. A Brig. Built at Minorca. Captain W. Buchanan. *Mediterranean*.
- WEAZLE**, 16 Guns. A Brig. Captain W. Dunbar appointed to her in June 1799, and still commands her. *North Sea*.
- EUPHROSYNÉ**, 14 Guns. A Brig. Lieutenant D. Whittle. *Cape of Good Hope*.
- THUNDER**, 8 Guns. A Bomb Vessel. Lieutenant J. S. Rouett. *Lisbon*.

## VESSELS PURCHASED FOR HIS MAJESTY'S SERVICE.

- 1781.**
- CAMEL**, 24 Guns. Captain B. Hallowell appointed to her in June 1793. Captain J. Short in February 1794. In January 1796, Captain E. Rotherham. In November, Captain T. G. Caulfield. In June 1797, Captain J. Lee, who still commands her. *Cape of Good Hope*.
- NIMBLE**, 20 guns. A Cutter. Lieutenant J. Smith appointed to her in June 1793. Lieutenant H. Felling in September, 1795. Lieutenant Lloyd in May 1797, who still commands her. *Dartmouth*.
- 1782.**
- SEA FLOWER**, 16 Guns. A Brig. Lieutenant J. Webber appointed to her in June 1793. Lieutenant R. Milne in March 1794. Lieutenant J. Murray in August, who still commands her. *Jersey*.
- WASP**, 16 Guns. A Sloop. Rigged as a Brig. Captain J. Edwards appointed to her in August 1798, and still commands her. *Nore*.
- 1788.**
- WOOLWICH**, 10 Guns. Tender. Lieutenant John Norris appointed to her in June 1793. Lieutenant John Cox in June 1795, who still commands her. *On the Impress Service*.
- 1790.**
- DISCOVERY**, 16 Guns. Bomb Vessel. Captain G. Vancouver appointed to her in April 1791. Captain J. Dick in June 1793, who still commands her. *Guernsey*.
- 1791.**
- ASSISTANT**, 6 Guns. Navy Transport. Lieutenant N. Portlock appointed to her in June 1793. Lieutenant J. Lee in January 1794. Lieutenant P. Cowe in January 1797, and still commands her. *Portsmouth*.
- 1792.**
- EARL OF CHATHAM**, 12 Guns. Lieutenant J. Douglas M<sup>d</sup> Dougall appointed to her in January 1797, and still commands her. *Chamel*.
- 1793.**
- REDOUET**, 20 Guns. Captain Alexander Fraser appointed to her in November 1793. Captain W. Carthew in June 1794. Captain G. Byng in August 1795. Captain G. Dundas in December 1795. Captain J. K. Cheyne in August 1798, and still commands her. *Nore*.
- SUPPLY**, 10 Guns. Lieutenant W. Kent appointed to her in August 1794, and still commands her. *Batany Bay*.
- 1794.**
- RELIANCE**. Captain N. Portlock appointed to her in June 1794. Captain H. Waterhouse in July. Commodore J. Hunter hoisted his broad pendant on board her in August. *Batany Bay*.
- 1795.**
- ABERGAVERNNY**, 54 Guns. Captain E. T. Smith appointed to her in June 1795. Captain J. Cocket in May 1797. Captain S. P. Forster in September 1798, who still commands her. *Jamaica*.
- SLATTON**, 54 Guns. Captain H. Trollope appointed to her in March 1755. Captain C. Cobb in August 1797, and still commands her. *North Yarmouth*.

# CHRONOLOGICAL LIST OF THE ROYAL NAVY.

**HINDOSTAN**, 54 Guns. Captain R. Moorfon appointed to her in March 1795. Captain T. Bertie in November. Captain F. Collingwood in November 1796. Captain J. Mulock in August 1798, who still commands her. *Spithead*.

**MADRAS**, 54 Guns. Captain J. Dilkes appointed to her in September 1795, and still commands her. *East Indies*.

**PRINCE OF WALES**, 38 Guns. Armed Transport. Lieutenant W. Charlton appointed to her in March 1795. *Deptford*.

**CALCUTTA**, 24 Guns. Armed Transport. Captain W. Bligh appointed to her in June 1795. Lieutenant R. Arnold in June 1796. Lieutenant E. J. Canes in August 1797. Lieutenant R. Poulton in January 1798. Lieutenant J. Anderson in December 1799, who still commands her. *Portsmouth*.

**COROMANDEL**, 24 Guns. Armed Transport. Captain J. Inglis appointed to her in June 1795. Lieutenant Harrison in July 1796. Lieutenant R. Simmonds in November 1797. Lieutenant J. Mortimer in July 1799, who still commands her. *Spithead*.

**VICTOIRE**, 14 Guns. A Lugger. *Sheerness*.

**FREDERICK**, 10 Guns. Armed Ship. Lieutenant W. Edwards appointed to her in April 1799, who still commands her. *West Indies*.

## 1796.

**WEYMOUTH**, 26 Guns. Armed Transport. Lieutenant R. Passmore appointed to her in June 1796. Lieutenant C. Ryder in July 1799. Lieutenant A. Crofton in August 1799. *Spithead*.

**SPEEDWELL**, 14 Guns. A Brig. Lieutenant E. Williams appointed to her in January 1796. Lieutenant J. Reddy in August 1798, who still commands her. *Sheerness*.

**MONTEGO BAY**, 10 Guns. A Schooner. Lieutenant C. Peterfon appointed to her in February 1797. *Jamaica*.

**PLYMOUTH**. Tender. *Portsmouth*.

**THETIS**, 8 Guns. A Schooner. Lieutenant Corbellis appointed to her in July 1799, and still commands her. *Portsmouth*.

**ALEXANDER**, 6 Guns. Tender. *West Indies*.

**BARBARA**. A Schooner. *West Indies*.

**CAMPBELL**. A Schooner. *West Indies*.

**DAUPHIN ROYAL**. A Schooner. *West Indies*.

**PEDRO**. A Schooner. *West Indies*.

## 1797.

**BUFFALO**, 12 Guns. Store Ship. Lieutenant W. Raven appointed to her in May 1798, and still commands her. *New South Wales*.

**VIPER**, 12 Guns. A Cutter. Lieutenant James Pengelly appointed to her in January 1797, and still commands her. *Channel*.

**EXPLOSION**, 8 Guns. A Bomb Vessel. Lieutenant H. S. Butt appointed to her in August 1797, and still commands her. *Nore*.

**STROMBOLO**, 8 Guns. A Bomb Vessel. Lieutenant J. Broughton appointed to her in September 1797, and still commands her. *Mediterranean*.

**SULPHUR**, 8 Guns. A Bomb Vessel. Lieutenant J. F. Drummond appointed to her in August 1797. Lieutenant J. K. Shepherd in September 1797. Captain J. Wainwright in August 1798, who still commands her. *Nore*.

**TARTARUS**, 8 Guns. A Bomb Vessel. Lieutenant S. Kempthorne appointed to her in August 1797. Lieutenant T. Hand in October 1797, who still commands her. *Sheerness*.

**MARY**, 6 Guns. Tender. Lieutenant W. H. Atkinson appointed to her in August 1798. Lieutenant Clarke in February 1799. *Shields*.

**HARLEQUIN**. A Schooner. *West Indies*.

**ROYALIST**. A Schooner. Lieutenant Coppinger appointed to her in August 1798. *Portsmouth*.

## 1798.

**LE COURIER**, 28 Guns. *Plymouth*.

**ALBION**, 22 Guns. Armed Ship. Captain J. Hills appointed to her in June 1798, and still commands her. *Sheerness*.

**ANNE**, 22 Guns. Armed Ship. Captain G. A. Dalanoe appointed to her in July 1798, and still commands her. *North Seas*.

**ARAB**, 22 Guns. Captain P. Spicer appointed to her in November 1798. The Honourable Captain T. B. Capel appointed to her in February 1799, and still commands her. *Jamaica*.

**HERMES**, 22 Guns. Armed Ship. Lieutenant J. Raigersfield appointed to her in January 1799. Lieutenant A. Gilmour in November 1799, who still commands her. *North Seas*.

**SELBY**, 22 Guns. A Sloop. Captain T. Palmer appointed to her in May 1793. *North Seas*.

**WILLIAM**, 22 Guns. Armed Ship. Captain J. P. Robinson appointed to her in June 1798. *Deptford*.

**XENOPHON**, 22 Guns. Armed Ship. Captain G. Sayer appointed to her in July 1798, who still commands her. *Nore*.

**LE RAILLEUR**, 20 Guns. Captain J. Raynor appointed to her in June 1798. *Plymouth*.

**LE RENARD**, 20 Guns. Captain P. Spicer appointed to her in October 1799. *Plymouth*.

**VOLTIGEUR**, 18 Guns. Captain T. G. Shortland appointed to her in June 1799, and still commands her. *Channel*.

**L'ARROGANTE**, 14 Guns. *Plymouth*.

**L'AUDACIEUX**, 14 Guns. *Plymouth*.

**MARIE**, 14 Guns. *Plymouth*.



## CHRONOLOGICAL LIST OF THE ROYAL NAVY.

- RECOVERY**, 10 Guns. A Schooner. Lieutenant W. Ross appointed to her in June 1798, and still commands her. *Jamaica.*
- ANT**, 8 Guns. A Schooner. Lieutenant M. B. Alt appointed to her in March 1798, who still commands her. *Coast of France.*
- HECLA**, 8 Guns. A Bomb Vessel. Lieutenant J. Oughton appointed to her in February 1798. Lieutenant P. T. Bover, her present commander, in June 1799. *Sheerness.*
- REGARD**, 6 Guns. Navy Transport. *Portsmouth.*
- VULCAN**, Bomb Vessel. Lieutenant F. R. Stratton appointed to her in October 1798, and still commands her. *Madras.*
- 1799.
- TRINCOMALE**, 16 Guns. A Sloop. Lieutenant J. Rowe appointed to her in August 1799, and still commands her. *East Indies.*
- LIVELY**, Store Ship. *Africa.*
- NEW ADVENTURE**, Tender. Lieutenant James Boyd appointed to her in August 1799, who still commands her. *Gibraltar.*

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### VESSELS HIRED FOR HIS MAJESTY'S SERVICE.

- 1794.
- BEULAH**, 6 Guns. Navy Transport. Lieutenant T. Whitwill appointed to her in December 1799, and still commands her. *Portsmouth.*
- WILLINGTON**, 6 Guns. Navy Transport. Lieutenant William Renner appointed to her in December 1799, and now commands her. *Westwich.*
- 1798.
- HEBE**, 6 Guns. Navy Transport. Lieutenant T. Robinson appointed to her in October 1799. Lieutenant J. Ralph in December, who still commands her. *Sheerness.*
- VENUS**, 6 Guns. Navy Transport. Lieutenant T. Robinson appointed to her in December 1799, and still commands her. *Portsmouth.*
- CONFEDERACY**, Bomb Tender. Lieutenant D. Masterman appointed to her in November 1798, and still commands her. *On Ordnance Service.*
- CAMILLA**, Navy Transport. Lieutenant Joseph Anderfon, her present commander, appointed to her in October 1799. *Portsmouth.*
- HANNAH**, Tender. *Portsmouth.*
- 1799.
- PLEASANT HILL**, 6 Guns. Naval Transport. *Dumfries.*

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### VESSELS ADDED TO HIS MAJESTY'S NAVY CAPTURED FROM THE FRENCH, SPANIARDS, DUTCH, &c.

- 1758.
- BIENFAISANT**, 64 Guns. *F.* Captured in 1758 by Captains Laforey and Balfour, at Louisbourg. Lieutenant F. Collingwood appointed to her in October 1794, and still commanding her as a Prison Ship. *Plymouth.*
- MODESTE**, 64 Guns. *F.* *Chatham.*
- 1779.
- FORTUNEE**, 40 Guns. *F.* Captured by Admiral Rowley's Squadron, in the West Indies. Convict Ship. *Longstone.*
- PRUDENT**, 38 Guns. *F.* Captured by the Ruby, in the West Indies. *Portsmouth.*
- BELLE POULE**, 36 Guns. *F.* Captured by the Nonfuch, Captain Sir J. Wallace, in the Bay of Biscay. Receiving Ship. *Sheerness.*
- SANTA MARGARITA**, 36 Guns. *S.* Captured by the Squadron under Commodore Johnstone, off the Coast of Portugal. Captain Eliah Harvey appointed to her at the commencement of the present war. Captain T. B. Martin in April 1795. Captain G. Parker in December 1796, who still commands her. *Channel.*
- FIGMY**, 14 Guns. A Cutter. *F. Late Mutine.* Captured by the Apollo, in the Channel. Lieutenant A. Pullinblack appointed to her at the beginning of the war. Lieutenant H. West in December 1794. Lieutenant W. Shephard in January 1797, who still commands her. *Coast of France.*
- 1780.
- GIBRALTAR**, 80 Guns. *S. Late Phoenix.* Captured by the Squadron under Admiral Lord Rodney, off Cape St. Vincent's. Captain T. Mackenzie appointed to her at the beginning of the war. Captain J. Pakenham in August 1794. Captain W. Hancock Kelly in July 1797, who still commands her. *Channel.*
- PROTHEE**, 64 Guns. *F.* Captured by Rear Admiral Digby's Squadron, off Brest. Lieutenant Eastwood appointed to her in May 1797. Lieutenant W. Beviens in September 1797. Lieutenant Mackenzie in August 1798, who still commands her. *Portsmouth.*
- LA NYMPHE**, 36 Guns. *F.* Captured by the Flora, Captain W. P. Williams, off Brest. Captain F. Fellow appointed to her at the beginning of the war. Captain G. Murray in March 1794. Captain J. Cook in June 1796. Captain R. Lane in November 1796. Captain J. Cooke again in January 1797. Captain P. Frazer in June, who still commands her. *Plymouth.*
- 1781.
- PRINCE EDWARD**, 60 Guns. *D. Late Mars.* Captured by the Squadron under Admiral Lord Rodney, in the West Indies. *Chatham.*
- PRINCESS CAROLINE**, 50 Guns. *D. Late Rotterdam.* Captured by the Warwick, the Honourable Captain G. K. Riplinton, in the Channel. *Sheerness.*

# CHRONOLOGICAL LIST OF THE ROYAL NAVY.

**MAGICIENNE**, 32 Guns. *F.* Captured by the Chatham, Captain A. S. Douglas, in North America. Captain G. Martin appointed to her at the beginning of the war. Captain W. H. Ricketts in January 1796. Captain W. Ogilvy in January 1799, who still commands her. *Sheernefs.*

**ORESTES**, 18 Guns. *D.* A Sloop rigged as a Brig. *Late Hercules.* Captured by the Artois, Captain J. Macbride, in the North Seas. Captain Lord Augustus Fitzroy appointed to her at the beginning of the war. Captain T. A. Orrok in June 1794. Captain C. Parker in November 1796. Captain W. Hagget in January 1798, who still commands her. *East Indies.*

## 1782.

**LE PEGASE**, 74 Guns. *F.* Captured by the Foudroyant, Captain Sir J. Jervis, off Brest. Lieutenant H. Drake appointed to her in June 1794. Lieutenant S. Blow in February 1795. Lieutenant G. Morey in May 1797, who still commands her. *Prison Ship. Portsmouth.*

**LE CATON**, 64 Guns. *F.* Captured by Rear Admiral Lord Hood's Squadron in the Mona Passage in the West Indies. Lieutenant M. Beviens appointed to her in March 1794. Lieutenant R. Brown in August 1797, who still commands her. *Hospital Ship. Plymouth.*

**HEBE**, 38 Guns. *F.* Captured by the Rainbow, Captain H. Trollope, in the Channel. Captain A. Hood appointed to her at the beginning of the war. Captain P. Minchin in August 1794. Captain W. Birchall in April 1798, who still commands her. *Sheernefs.*

**L'AIMABLE**, 32 Guns. *F.* Captured by Rear Admiral Lord Hood's Squadron in the Mona Passage, in the West Indies. Captain Sir H. Burrard appointed to her at the beginning of the war. Captain F. Laforey in May 1795, with Admiral Sir J. Laforey's flag. Captain C. S. Davers in February 1796. Captain J. B. Mainwaring in November 1796. Captain W. G. Lobb in June 1797. Captain H. Raper in November 1799, who still commands her. *West Indies.*

**SPIDER**, 16 Guns. *F.* A Schooner. *Late La Victoire.* Captured by the Stag, Captain R. P. Cooper. Lieutenant W. Lanyon appointed to her at the beginning of the war. Lieutenant W. Beviens (2) in November 1796. Lieutenant Elghy Dent in February 1797. Lieutenant Richardson in December. Lieutenant R. Harrison in February 1798, who still commands her. *Channel.*

**TRIMMER**, 16 Guns. *F.* A Sloop. *Late L'Anti-Briton.* Captured by the Stag, Captain R. P. Cooper. Captain C. Craven appointed to her at the beginning of the war. *Sheernefs.*

## 1783.

**CONCORDE**, 36 Guns. *F.* Captured by the Magnificent near St. Eustatia. Captain T. Wells appointed to her at the beginning of the present war. Captain Sir J. R. Strachan in May 1794. Captain Anthony Hunt in August. Captain R. Bagot in November 1796. Captain B. Roberts in June 1797. Captain R. Barton in February 1799, who still commands her. *Channel.*

## 1793.

**COMMERCE DE MARSEILLES**, 120 Guns. *F.* Captured by Admiral Lord Hood, at Toulon, in December. Lieutenant R. Biggs appointed to her in May 1795. Lieutenant H. H. Searle, her present commander, appointed to her in February 1799. *Prison Ship. Plymouth.*

**LA POMPEE**, 80 Guns. *F.* Captured by Lord Hood at Toulon, December. Captain E. Nugent appointed to her in June 1795. Captain J. Valdon in August. Captain Charles Stirling in March 1799, who still commands her. *Channel.*

**PUISSANT**, 74 Guns. *F.* Captured by Lord Hood at Toulon in December. Lieutenant D. Hotchkys appointed to her in November 1796. Lieutenant R. Allen in March 1798. Lieutenant J. Baker in March 1799. Lieutenant W. Syme in October, who still commands her. *Receiving Ship. Spithead.*

**L'IMPERIEUSE**, 40 Guns. *F.* Captured by Admiral Gell in the Mediterranean, October 11th. The Honourable Captain R. Forbes appointed to her in March 1795. Lord A. Fitzroy in January 1796. Captain J. Rawley in June 1799, who still commands her. *East Indies.*

**LA TOPAZE**, 38 Guns. *F.* Captured by Admiral Lord Hood in the Mediterranean, December. Captain S. G. Church appointed to her in January 1796, who still commands her. *Spithead.*

**LA MODESTE**, 36 Guns. *F.* Captured by the Bedford in the Mediterranean, October 17. *Chatham.*

**L'AURORÉ**, 32 Guns. *F.* Captured by Lord Hood at Toulon, in December. Captain W. H. Brisbane appointed to her in March 1795. Lieutenant W. Eolton in December. Captain George Clarke in September 1796. Captain R. D. Dunn in January 1799. Captain G. Long in May. Captain J. Dalrymple in November. *Prison Ship. Gibraltar.*

**L'ECLAIR**, 22 Guns. *F.* Captured by the Leda, Captain G. Campbell, Mediterranean. June 9th. Captain H. Leyceffer appointed to her in March 1795. Captain J. W. T. Dixon in June 1796. *Sheernefs.*

**LA PROMPTÉ**, 20 Guns. *F.* Captured by the Phaeton, Captain Sir A. S. Douglas, off the coast of Spain, May 28th. Captain W. Taylor appointed to her in March 1795. Captain G. Eyre in March 1796. Captain T. Dundas in October 1798, who still commands her. *Jamaica.*

**L'ESPIEGLE**, 16 Guns. *F.* A Brig. Captured by La Nymphe, Captain E. Pellew, off Ushant, November 30th. Captain B. Roberts appointed to her in March 1795. Captain J. B. Mainwaring in November. Captain J. Boarder in November 1796. Captain J. Slade, her present commander, in October 1799. *Sheernefs.*

## 1794.

**LE JUSTE**, 80 Guns. *F.* Captured by Admiral Earl Howe on the 1st of June. The Honourable Captain T. Penkham appointed to her in March 1795. Captain Sir H. Trollope in July 1799, who still commands her. *Channel.*

**SANS PAREIL**, 80 Guns. *F.* Captured by Earl Howe on the 1st of June. Captain Lord Hugh Seymour appointed to her in March 1795. Captain W. Browell in August, with Rear Admiral Lord H. Seymour's flag. Captain D. Atkins in January 1799. Captain C. V. Penrose in August, who still commands her. *West Indies.*

**L'IMPETULUX**, 76 Guns. *F.* *Late L'Amérique.* Captured by Earl Howe on the 1st of June. Captain John Willet Payne appointed to her in June 1796. Captain S. Edwards in June 1798. Captain Sir E. Pellew, her present Commander, in March 1799. *Channel.*

**LA MELPOMENE**, 44 Guns. *F.* Captured at Calvi August 10th. Captain Sir Charles Hamilton appointed to her in April 1795, who still commands her. *Spithead.*

**LA POMONE**, 44 Guns. *F.* Captured by the Flora, Commodore Sir J. B. Warren and Squadron, off the Isle of Bas, April 23d. Captain Sir J. B. Warren appointed to command her in March 1795. Captain R. C. Reynolds in November 1797, who still commands her. *Genoa.*

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